Edmonton Downtown DESIGN Improvement Manual

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Urban Design Unit
Central Area Planning Section
Planning and Building Department
with assistance from
Downtown Business Association
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SECTION ONE: INTRODUCTION

1.1 Design Review in Context
1.2 Purpose of the Downtown Design Improvement Manual
1.3 Implementation
1.4 Design Principles for Downtown
1.5 How to Use the Downtown Design Improvement Manual

Edmonton's downtown has the potential to be both exciting, and dynamic, it is the Focus and symbolic centre of the City; the Government, Judicial, Business and Financial Centre, the centre for Commerce, Culture and Recreation.

The success of downtown revitalization depends on the quality that the downtown environment can offer. Good design in buildings and streetscapes is essential to create a strong and positive image for this area.

1.1 Design Review in Context

On November 24, 1981 City Council adopted the Downtown Area Redevelopment Plan. In January, 1984 City Council approved in principle the PRogram to Improve Downtown Edmonton (PRIDE), subsequently approved by Council in February 1986. From August 1983 to August 1984, the Mayor's Task Force on the Heart of the City held public hearings on downtown issues and one recommendation was that the Downtown Plan be amended. A committee consisting of members from the City Centre Association, Chamber of Commerce and the Planning and Building Department reviewed all aspects of the Downtown Plan. In December 1984 the Committee recommended the following amendments to the Downtown Plan:

> "That the Planning and Building Department bring forward amendments to:
>
> (1) delete the built form (building envelope) requirements from the Downtown Plan and the Land Use Bylaw and replace them with the simplified setback and street amenity regulations;
>
> (2) amend the Downtown Plan to reduce parking, loading and amenity area requirements for renovations to existing older buildings;
>
> (3) amend the Downtown Plan and the General Municipal Plan to reaffirm the central focus role of the Downtown to the City; and
>
> (4) complete other housekeeping changes."

Further the Downtown Plan Review Committee recommended that:

> "the Planning and Building Department continue to work with the City Centre Association in developing terms of reference for a design review panel, design guidelines, a pedway strategy, promotional strategies and designs for special precincts in the Downtown."

The amendments to the Downtown Plan were approved by City Council on August 13, 1985.

1.2 Purpose of the Downtown Design Improvement Manual

The purpose of the Downtown Design Improvement Manual is to describe principles of design, the relationships between buildings, streets and people; to achieve excellence in urban design in the construction of public and private developments in the downtown.

The Downtown Design Improvement Manual complements and enhances the Downtown Area Redevelopment Plan objectives and policies on various issues such as transportation, pedestrian circulation, parking, public development, and building form.

1.3 Implementation

It is acknowledged that good urban design cannot be legislated but allowed to evolve as each concept and plan develops, therefore, the implementation of the principles in the Design Manual is VOLUNTARY. The Downtown Design Review Panel will review major developments and give advice to the City and the private sector. The design principles in this Manual are suggestions, however, the statutory provisions of bylaws shall take precedent. If an applicant complies with the Downtown Area Redevelopment Bylaw, the Land Use Bylaw and other applicable Bylaws of the City of Edmonton, then the development permit application will be processed accordingly.

Design principles in the Downtown Design Manual can be implemented by the City of Edmonton through its capital improvements and by the private sector and other organizations through voluntary incorporation into project proposals (see downtown design review boundary - opposite).

1.4 Design Principles for Downtown

The design principles have been developed in the light of a number of factors: experience gained from implementing the PRogram to Improve Downtown Edmonton; consultations with the Downtown Business Association (DBA) and other groups; public hearings into downtown issues by the Mayor's Task Force on the Heart of the City and the general growing awareness of good design.

It should be emphasized that innovation in design is a continuing process and the design principles presented in the Design Improvement Manual are what the community considered appropriate in the last few years. Flexibility and broad interpretation with respect to specific developments should be adopted..

The design principles in this document are presented using the following format:

Downtown design principles are proposed addressing the image of what Downtown Edmonton could become, both as a physical place and as a sensory experience.

Qualitative goals and design principles are established for downtown.

Downtown character areas are examined from the perspective of their streets. Streets are the focus for the expression and experience of the public life of the City. They are the common ground where private and public sectors have influence, concerns and responsibilities and where each may make contributions to its richness.

1.5 How to Use the Design Improvement Manual

Whilst reading the Design Improvement Manual, the reader is encouraged to first scan the whole document to become familiar with all the issues addressed. As the design principles make clear, no building or city element can stand alone - all such elements are interdependent.

Next read the following sections:

a) Section Three - Downtown Design Principles: read the whole section.

b) Section Four - Downtown Character Areas and Streets: read only the character areas and streets* subsection where the proposed development is discussed.

This document utilizes a graphic and pictorial format. the pictorial examples used often represent examples from different parts of Downtown. This was done for two reasons:

a) most people using the Downtown Design Improvement Manual will be familiar with the examples used; and

b) because they are close, many of those involved in the review process can visit these examples.

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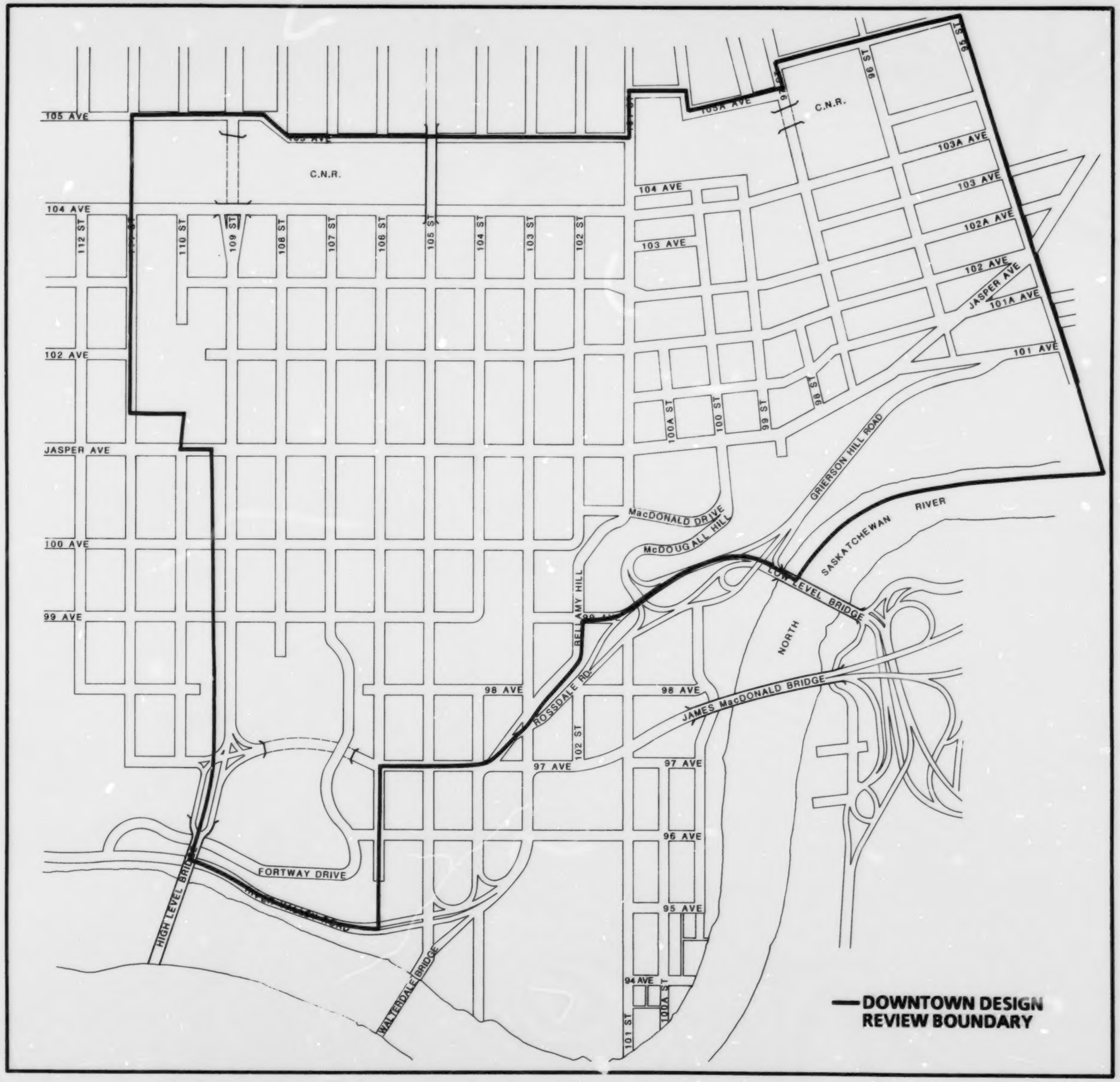
*The Downtown Design Improvement Manual addresses only key streets of downtown where:

a) potential redevelopment exists along the street, and/or

b) a clear image of what the role of the street could be is envisioned.


105 AVE
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95 ST
103A AVE
103 AVE
102A AVE
102 AVE
JASPER AVE
101A AVE
101 AVE
GRIERSON HILL ROAD
MacDONALD DRIVE
McDOUGALL HILL
BELLAMY HILL
ROSSDALE RD.
LOW LEVEL BRIDGE
JAMES MacDONALD BRIDGE
NORTH SASKATCHEWAN RIVER
FORTWAY DRIVE
HIGH LEVEL BRIDGE
WALTERDALE BRIDGE
DOWNTOWN DESIGN REVIEW BOUNDARY

SECTION TWO: GOALS FOR DOWNTOWN DESIGN

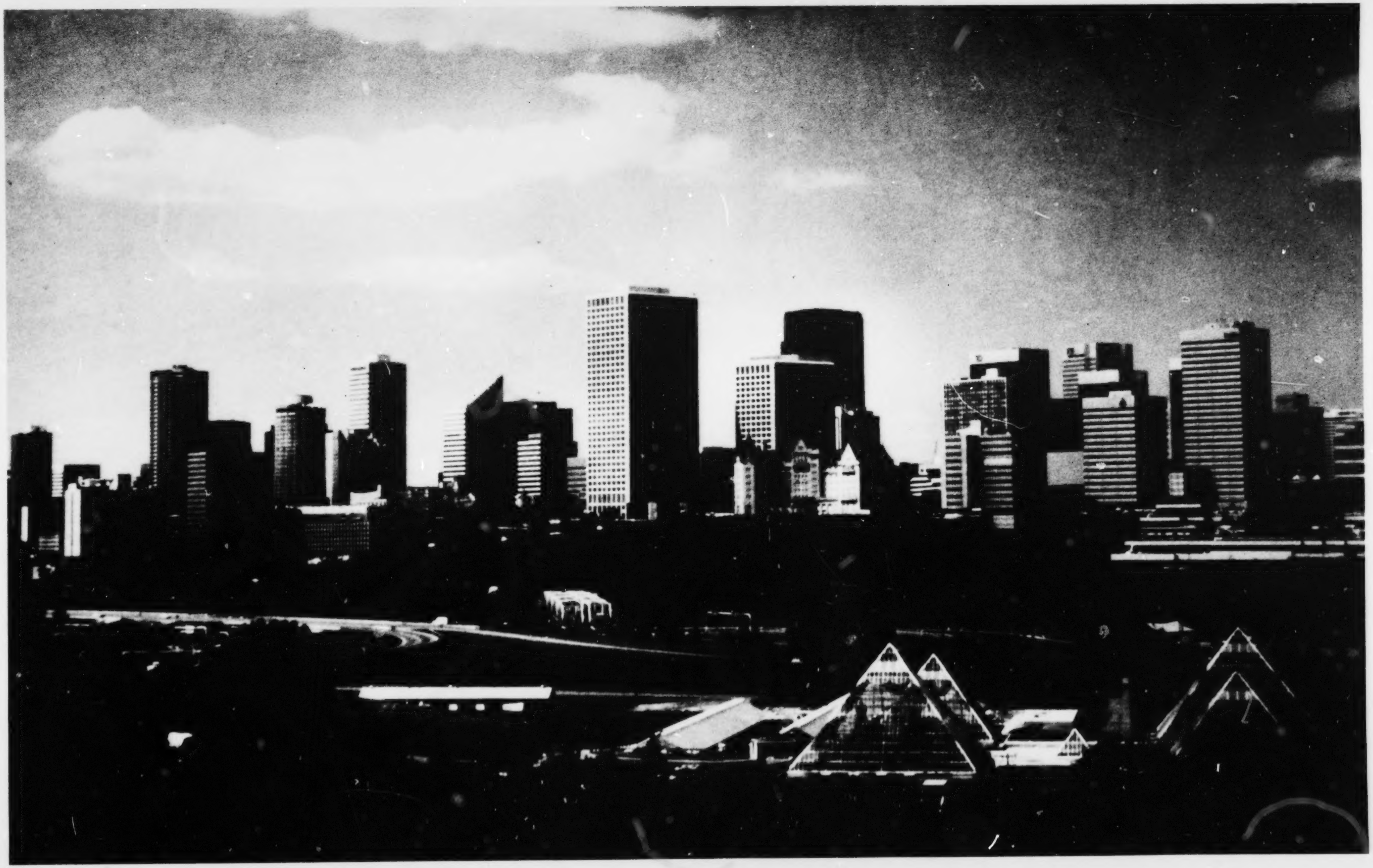
GOALS FOR DOWNTOWN DESIGN

Goals for downtown design enhance the existing image, promote diversity and areas of special character, improve the environment and provide amenities consistent with the character and climate of the city through:

- Design with consideration of Edmonton's climate: short summer and long winter.
- The completion of missing links in the Downtown Pedway System, and expansion with a public/private participation.
- The improvement of streets and sidewalks to create a comfortable, attractive, safe and active pedestrian environment for year-round use.
- The improvement of the image of downtown and its special character areas such as the Civic Centre, Old Town and Retail Core.
- The design of lower floors to a human scale and the encouragement of pedestrian oriented activities at grade and pedway levels.
- The linkage of downtown to residential areas in the River Valley, Oliver, Central McDougall and Boyle Street/McCauley.
- Safe, attractive, short and long term parking.
- The use of new urban design standards and details used in Rice Howard Way, Jasper Avenue, Heritage Trail and other projects.
- Design that is complimentary to Partners in PRIDE components.

SECTION THREE: DOWNTOWN DESIGN PRINCIPLES

3.1 Downtown Image
3.2 Downtown Character Areas
3.3 Downtown Heritage Conservation
3.4 Downtown Physical Improvements
3.5 Downtown Streets
3.6 Downtown Sidewalks
3.7 Ground Level Space
3.8 Design for Climate
3.9 Downtown Pedway System
3.10 Links to Other Areas
3.11 Downtown Parking



3.1 DOWNTOWN IMAGE

ISSUE

A major part of the urban experience, is the experience of the public environment. In addition to providing a variety of ways to get from one place to another, the public environment provides many spaces for a wider range of additional functions and activities; both planned and spontaneous, these uses, provide what can be described as the "glue" that bonds the individual parts of the City Centre.

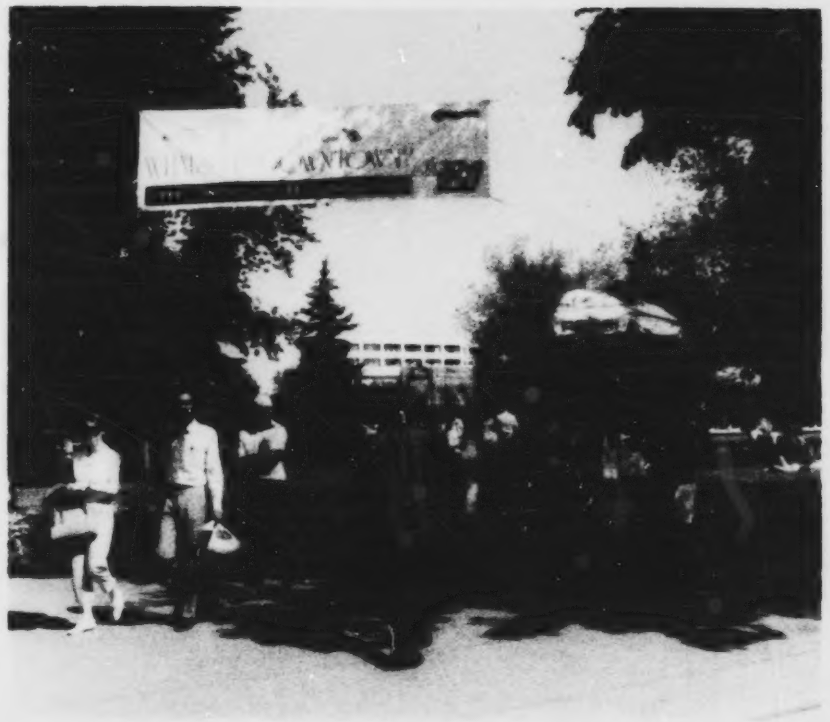
Clearly, the downtown is Edmonton's most important symbolic and functional area.

DESIGN PRINCIPLE

To enhance the image of downtown by:

- protecting the external image (skyline) of downtown from major movement corridors around the City.
- coordinating private developments with one another and with those by the public sector.

A desirable downtown physical environment is one in which the users, primarily pedestrians, can move about comfortably, safely, conveniently without confusion, having a sense of place and purposes, and enjoy a wide variety of views and vistas.



RETAIL COMMERCIAL CORE

McKAY AVENUE NEIGHBOURHOOD

CIVIC CENTRE

WAREHOUSE DISTRICT

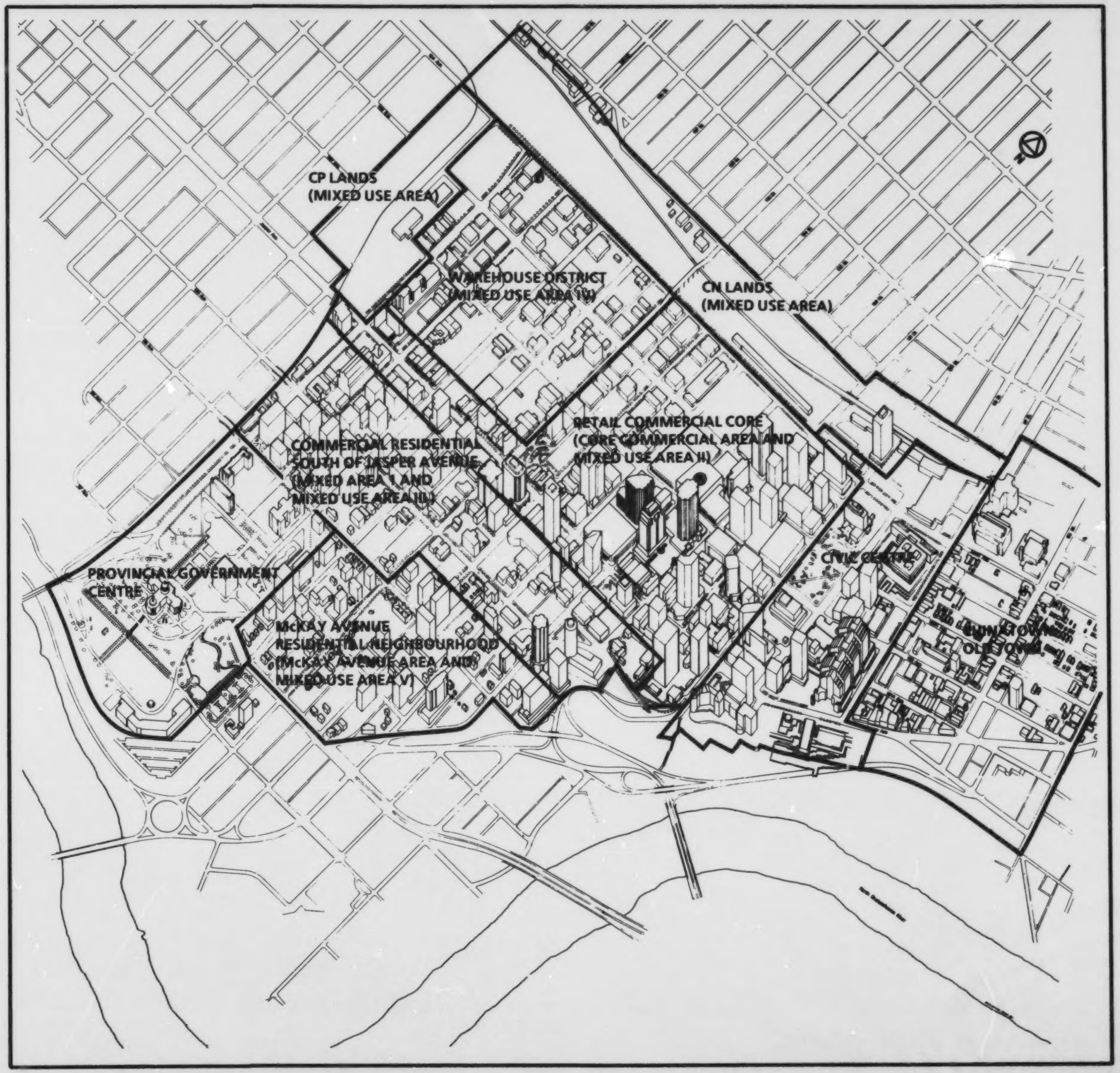
3.2 DOWNTOWN CHARACTER AREAS

ISSUE

Downtown Edmonton has a rich blend of people, activities and places. This is emphasized through the grouping of similar activities into small precincts within the area. These distinct areas should be developed around a character theme or image.

DESIGN PRINCIPLE

To ensure that all public and private developments strengthen the special identity of the precincts by respecting existing elements and by adding new elements that enrich and expand the precinct's character.


CP LANDS (MIXED USE AREA)
WAREHOUSE DISTRICT (MIXED USE AREA IV)
CN LANDS (MIXED USE AREA)
RETAIL COMMERCIAL CORE (CORE COMMERCIAL AREA AND MIXED USE AREA II)
COMMERCIAL RESIDENTIAL SOUTH OF JASPER AVENUE (MIXED AREA 1 AND MIXED USE AREA III)
PROVINCIAL GOVERNMENT CENTRE
McKAY AVENUE RESIDENTIAL NEIGHBOURHOOD (McKAY AVENUE AREA AND MIXED USE AREA V)
CIVIC CENTRE
CHINATOWN/OLD TOWN

ALL MARKET

3.3 DOWNTOWN HERITAGE CONSERVATION

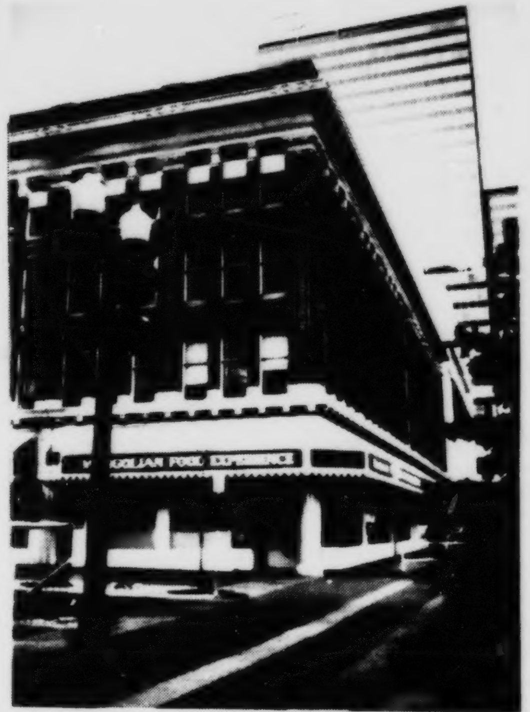
ISSUE

Since the late 1940s, Edmonton has grown rapidly. In the process, Edmonton's downtown has lost many of the physical reminders of its past. Older buildings which exhibited unique construction materials, techniques and architectural details have disappeared. The demolition of the Post Office, Court House, Library, McDougall Mansion, Marshall Wells Building, and Tegler Building since 1968, are indicators of a much greater loss.

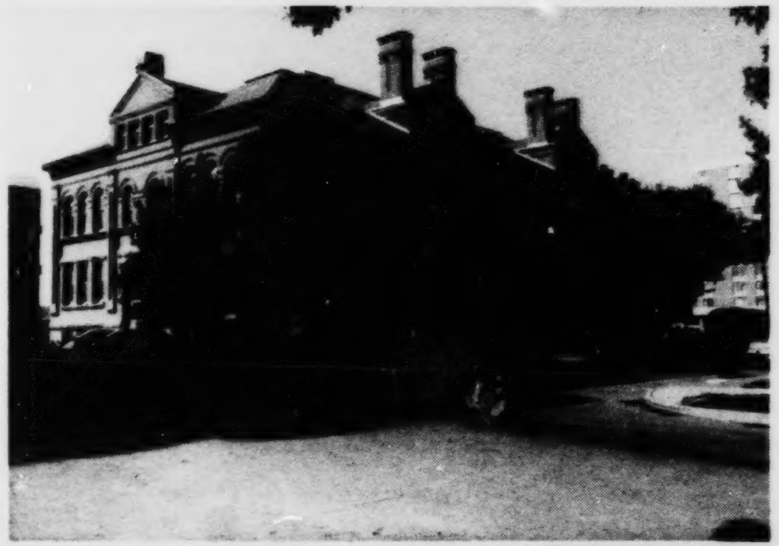
DESIGN PRINCIPLE

To preserve and integrate buildings of architectural and historical significance with the purpose of creating a downtown environment of distinctive character which reflects the rich traditions of the city and enhances the sense of time and place.

MACLEAN BLOCK


KELLY / RAMSAY BLOCK

McLEOD BUILDING


McKAY AVENUE SCHOOL

MACDONALD HOTEL

JASPER AVENUE

RICE HOWARD WAY

HERITAGE TRAIL

BOARDWALK MARKET

3.4 DOWNTOWN PHYSICAL IMPROVEMENTS

ISSUE

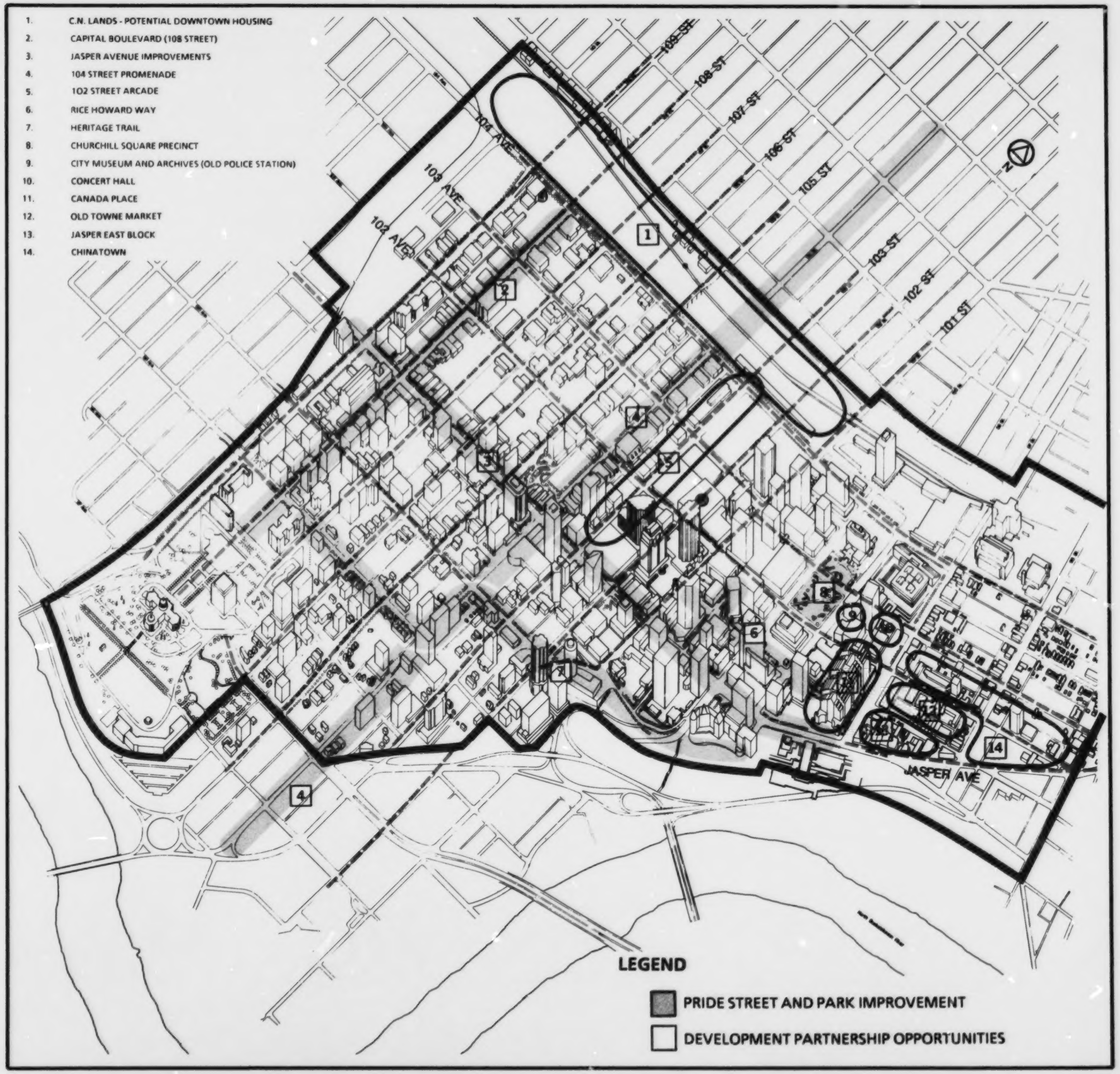
Extensive and rapid growth over the past decade has transformed the urban fabric of the downtown. This area has undergone extensive redevelopment and the future will see even more.

The construction and detail of the public environment has not kept pace with private development, with the result that the existing sidewalk network is largely worn out.

Presently the downtown embraces a host of existing, and proposed improvement projects; some are strictly public initiatives, others are joint public and private ventures.

DESIGN PRINCIPLE

To improve the quality of new developments by coordinating design, especially at-street level with existing and proposed improvement projects within the pubic right-of-way.


1. C.N. LANDS - POTENTIAL DOWNTOWN HOUSING
2. CAPITAL BOULEVARD (108 STREET)
3. JASPER AVENUE IMPROVEMENTS
4. 104 STREET PROMENADE
5. 102 STREET ARCADE
6. RICE HOWARD WAY
7. HERITAGE TRAIL
8. CHURCHILL SQUARE PRECINCT
9. CITY MUSEUM AND ARCHIVES (OLD POLICE STATION)
10. CONCERT HALL
11. CANADA PLACE
12. OLD TOWNE MARKET
13. JASPER EAST BLOCK
14. CHINATOWN
109 ST
108 ST
107 ST
106 ST
105 ST
103 ST
102 ST
101 ST
104 AVE
103 AVE
102 AVE
JASPER AVE
N
1
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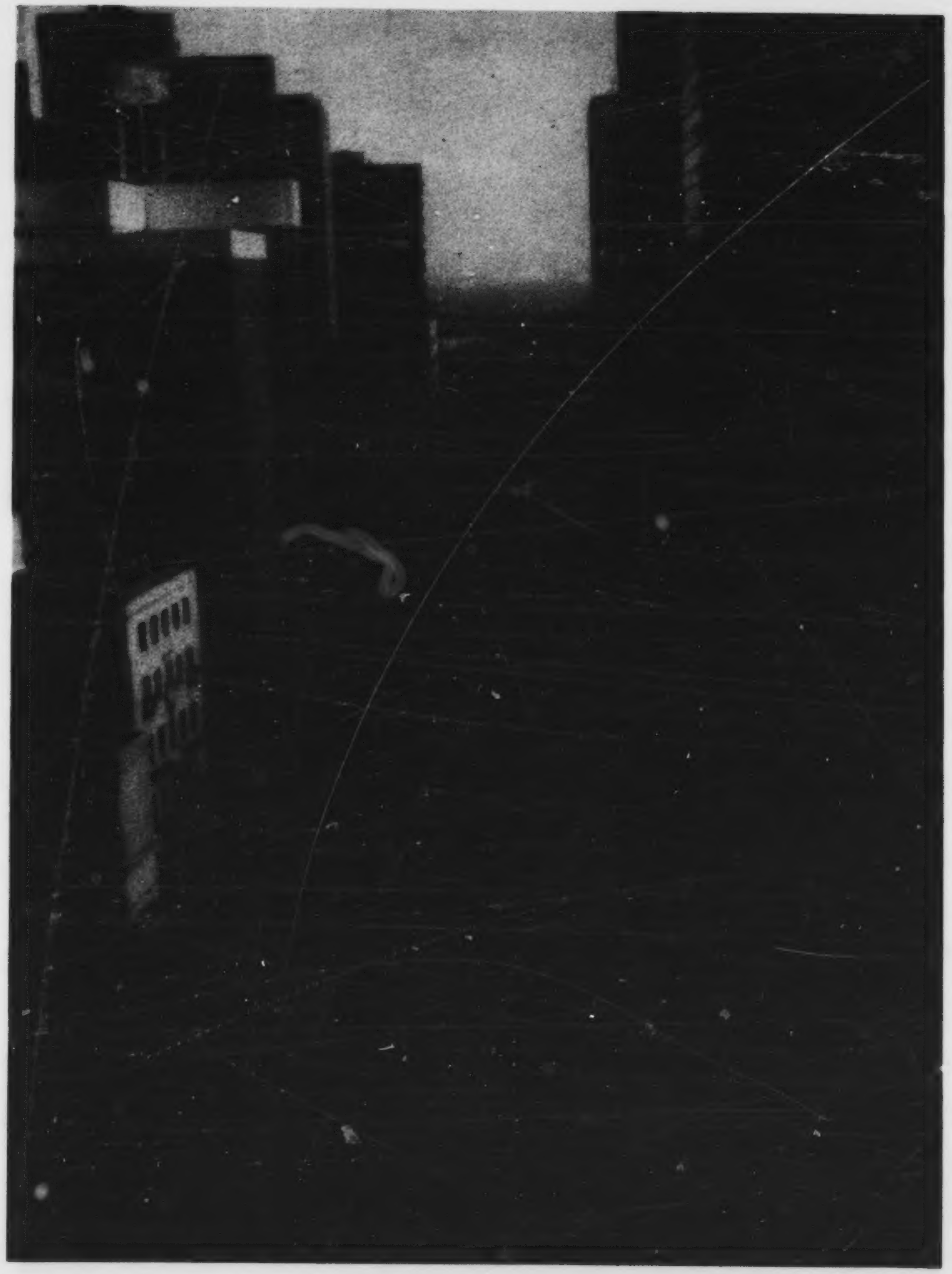
LEGEND
▨ PRIDE STREET AND PARK IMPROVEMENT
☐ DEVELOPMENT PARTNERSHIP OPPORTUNITIES



3.5 DOWNTOWN STREETS

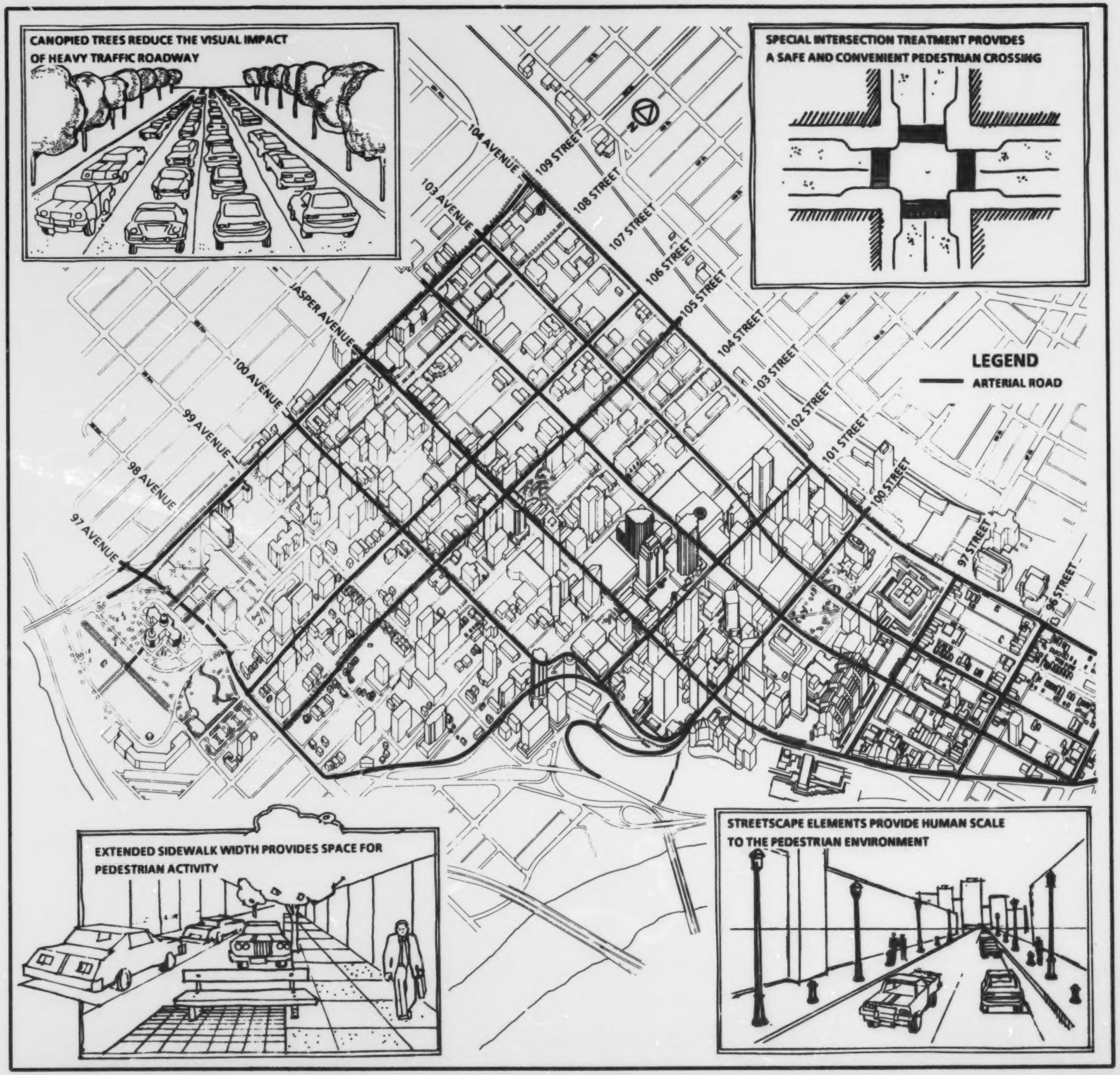
ISSUE

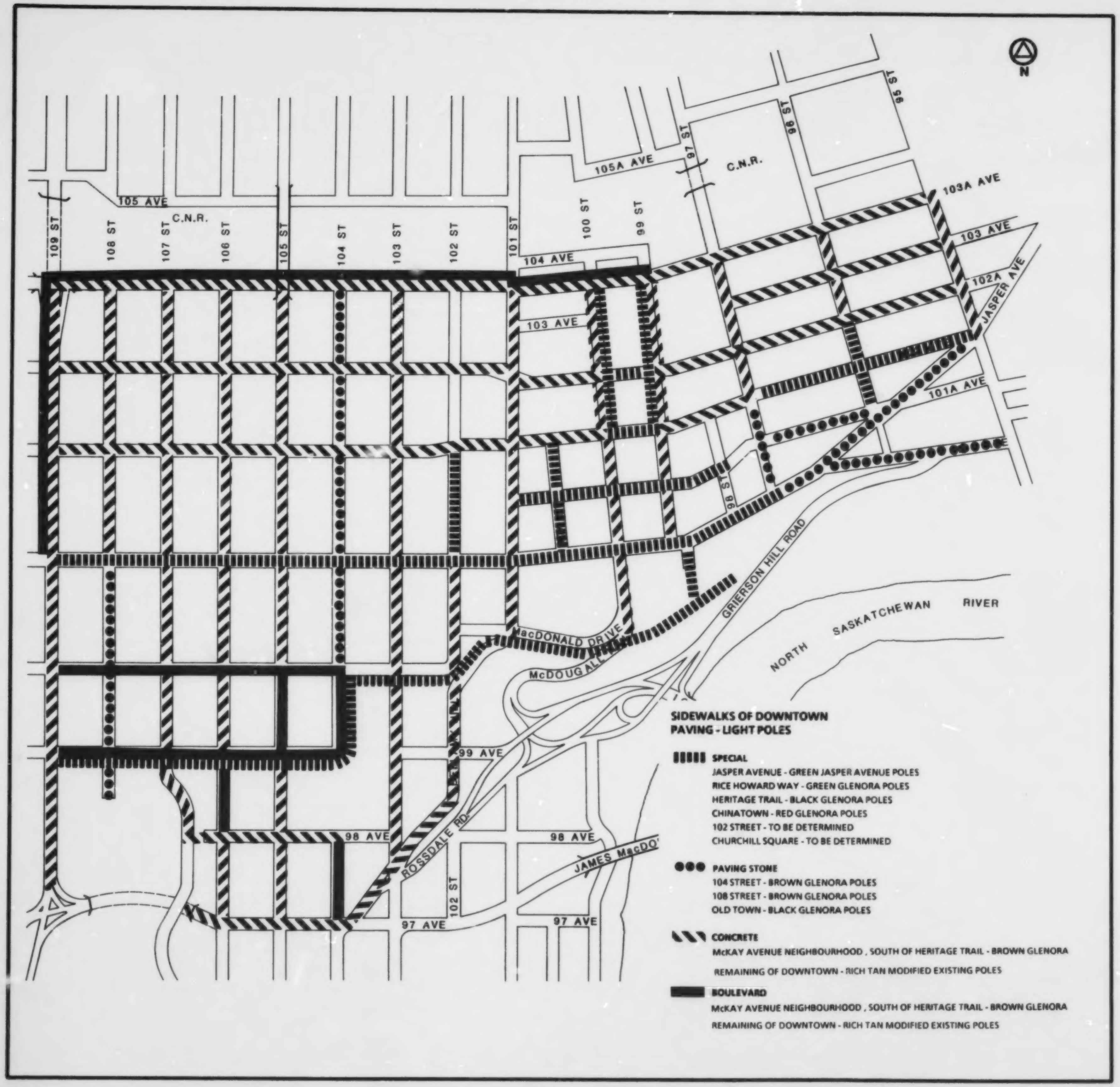
Many streets in the downtown are major arterial routes. The impact of this through traffic seriously detracts from the existing and achievable quality of the pedestrian environment.

DESIGN PRINCIPLE

To treat arterial streets in the downtown not only as major traffic movers but also as a primary focus of pedestrian activity. Streets must be safe, convenient and attractive for the pedestrian if the downtown is to achieve its overall objectives.

All private developments should comply with the Transportation Department requirements regarding loading, unloading, transit stops, bus shelters, minimum pedestrian space, etc.


CANOPIED TREES REDUCE THE VISUAL IMPACT OF HEAVY TRAFFIC ROADWAY
SPECIAL INTERSECTION TREATMENT PROVIDES A SAFE AND CONVENIENT PEDESTRIAN CROSSING
104 AVENUE
103 AVENUE
JASPER AVENUE
100 AVENUE
99 AVENUE
98 AVENUE
97 AVENUE
109 STREET
108 STREET
107 STREET
106 STREET
105 STREET
104 STREET
103 STREET
102 STREET
101 STREET
100 STREET
97 STREET
96 STREET
LEGEND
ARTERIAL ROAD
EXTENDED SIDEWALK WIDTH PROVIDES SPACE FOR PEDESTRIAN ACTIVITY
STREETSCAPE ELEMENTS PROVIDE HUMAN SCALE TO THE PEDESTRIAN ENVIRONMENT



105A AVE
C.N.R.
103A AVE
103 AVE
102A
JASPER AVE
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N
MacDONALD DRIVE
McDOUGALL
GRIERSON HILL ROAD
ROSSDALE RD.
JAMES MacDO
NORTH SASKATCHEWAN RIVER
SIDEWALKS OF DOWNTOWN
PAVING - LIGHT POLES
SPECIAL
JASPER AVENUE - GREEN JASPER AVENUE POLES
RICE HOWARD WAY - GREEN GLENORA POLES
HERITAGE TRAIL - BLACK GLENORA POLES
CHINATOWN - RED GLENORA POLES
102 STREET - TO BE DETERMINED
CHURCHILL SQUARE - TO BE DETERMINED
PAVING STONE
104 STREET - BROWN GLENORA POLES
108 STREET - BROWN GLENORA POLES
OLD TOWN - BLACK GLENORA POLES
CONCRETE
McKAY AVENUE NEIGHBOURHOOD , SOUTH OF HERITAGE TRAIL - BROWN GLENORA
REMAINING OF DOWNTOWN - RICH TAN MODIFIED EXISTING POLES
BOULEVARD
McKAY AVENUE NEIGHBOURHOOD , SOUTH OF HERITAGE TRAIL - BROWN GLENORA
REMAINING OF DOWNTOWN - RICH TAN MODIFIED EXISTING POLES

3.6 DOWNTOWN SIDEWALKS

ISSUE

Sidewalks in the downtown core are largely in a poor state of repair.

A coordinated, well planned strategy to improve these pedestrian areas is needed.

DESIGN PRINCIPLE

To rehabilitate sidewalks in the downtown and create wider, better lighted, better organized, safer pedestrian areas. This will be achieved through the adoption of improved standards and the introduction of a comprehensive approach to reconstruction and maintenance.

General Sidewalk Improvement Policies

1. Street furniture in Downtown Edmonton should be selected from the Rice Howard Way Furniture Pkg., the Heritage Trail Pkg. or existing City of Edmonton standards.
2. Planters should not be introduced along sidewalks which restrict pedestrian circulation to less than 3 m.
3. All future Edmonton Power sidewalk vaults should preferably be designed with 100 mm removable surface topping to accept future paving as required.
4. All intersections should have barrier free zones in para ramp areas (see opposite).
5. All para ramps should be textured for ease of recognition by the blind.
6. At all intersections an 800 x 3000 mm area should be dedicated for newspaper boxes, telephone booths, traffic control units, mail boxes, sand boxes, etc. (see opposite)

7. Color schemes for the Downtown are as follows.

   a) Jasper Avenue Streetscape Improvements.
      - all vertical elements, kiosks and street furniture to be dark green.

   b) Rice Howard Way
      - all vertical elements, kiosks and street furniture to be dark green.

   c) Heritage Trail Promenade and Old Town Area.
      - all vertical elements and street furniture to be black.

   d) Chinatown.
      - all vertical elements and street furniture to be red.

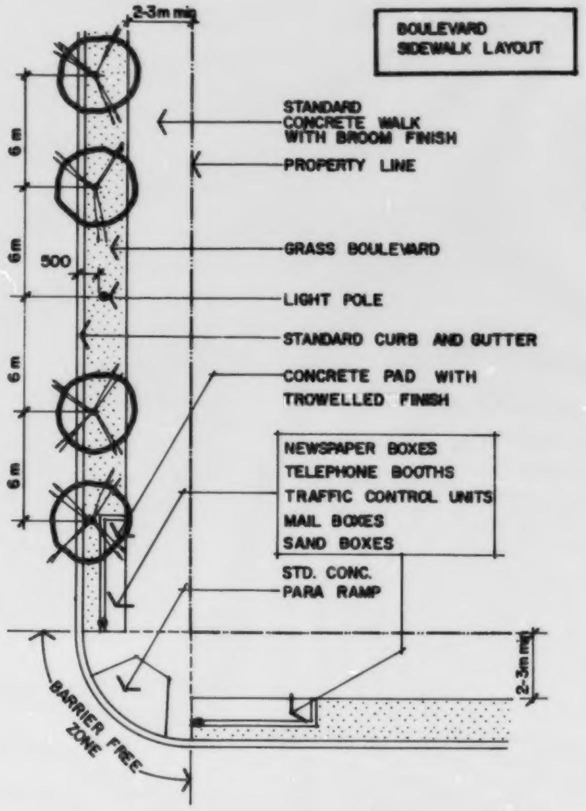
   e) All other areas in Downtown.
      - all vertical poles including street light, trolley and traffic poles to be rich tan.
      - all other elements in these areas to be standard City of Edmonton street elements.

   i.e.
      - concrete waste receptacles.
      - cedar street benches
      - concrete sand boxes
      - concrete sidewalk planters
      - new brown telephone booths
      - new brown transit advertising bus shelters
      - new brown transit advertising pylons
      - concrete advertising bus benches
      - concrete advertising waste receptacles.

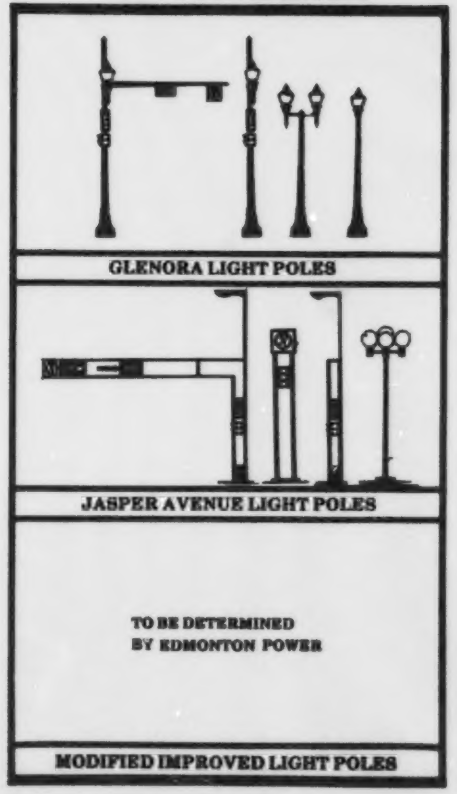
8. The following streetscape standards will be used in the areas designated on the accompanying map.

SPECIAL	- Detailed designs to determine standards in such areas.
PAVING STONE	- Steel tree grate and guards. - Glenora type street light/traffic poles. - Street furniture systems to be determined.
CONCRETE SIDEWALK	- Steel tree grates and guards. - New City of Edmonton street element standards. - New City of Edmonton pole standards.
BOULEVARD SIDEWALK	- New City of Edmonton street element standards. - New City of Edmonton pole standards.

9. Overhead wiring should be removed and placed underground.


BOULEVARD SIDEWALK LAYOUT
2-3m min.
6m
6m
500
6m
6m
STANDARD CONCRETE WALK WITH BROOM FINISH
PROPERTY LINE
GRASS BOULEVARD
LIGHT POLE
STANDARD CURB AND GUTTER
CONCRETE PAD WITH TROWELLED FINISH
NEWSPAPER BOXES
TELEPHONE BOOTHS
TRAFFIC CONTROL UNITS
MAIL BOXES
SAND BOXES
STD. CONC. PARA RAMP
2-3m min.
BARRIER FREE ZONE

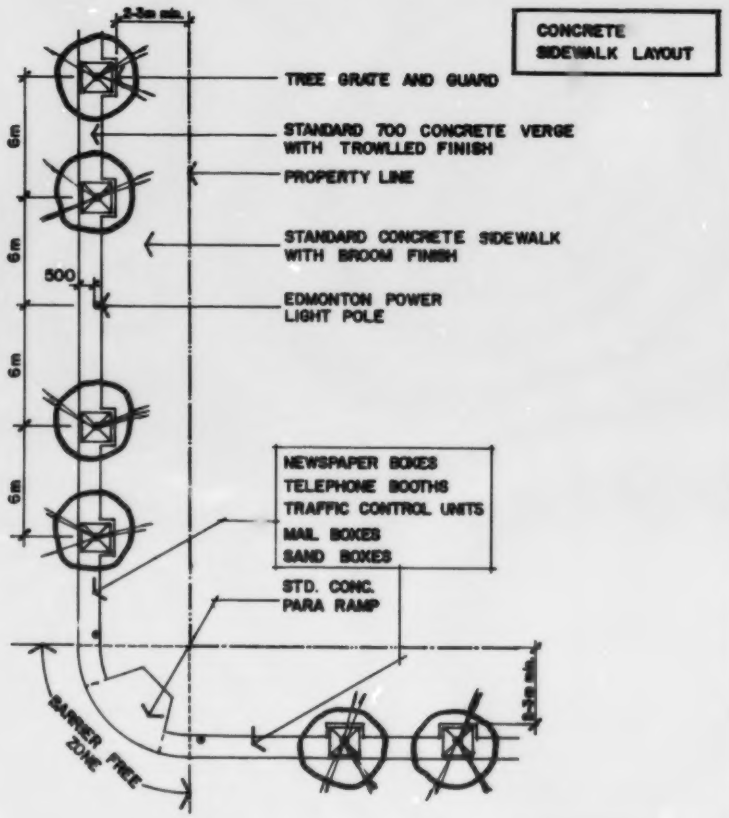
DOWNTOWN LIGHTING

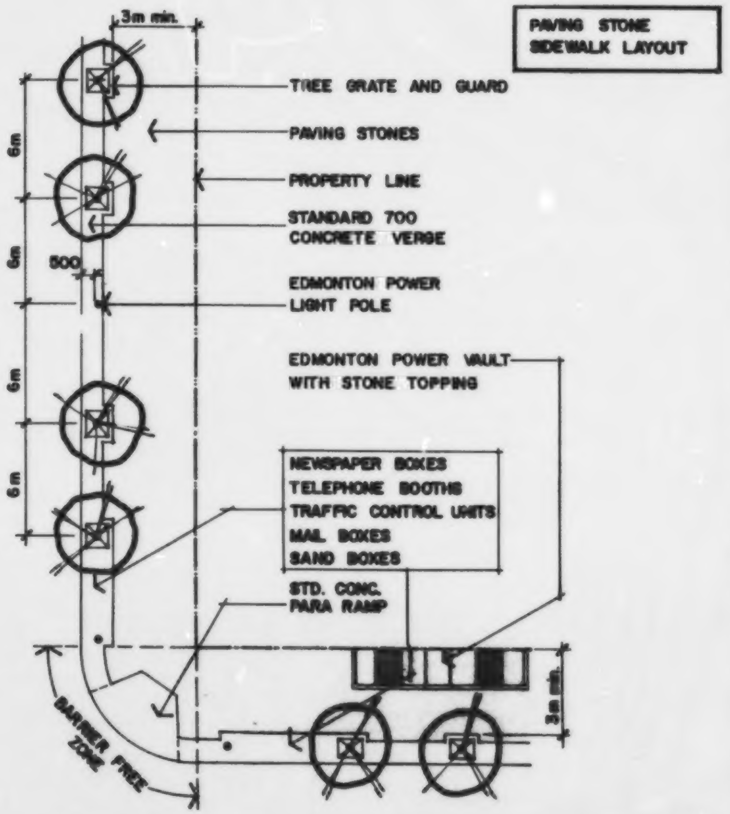

GLENORA LIGHT POLES

JASPER AVENUE LIGHT POLES

TO BE DETERMINED BY EDMONTON POWER

MODIFIED IMPROVED LIGHT POLES


CONCRETE SIDEWALK LAYOUT
2-3m min.
6m
6m
500
6m
6m
TREE GRATE AND GUARD
STANDARD 700 CONCRETE VERGE WITH TROWLLED FINISH
PROPERTY LINE
STANDARD CONCRETE SIDEWALK WITH BROOM FINISH
EDMONTON POWER LIGHT POLE
NEWSPAPER BOXES
TELEPHONE BOOTHS
TRAFFIC CONTROL UNITS
MAIL BOXES
SAND BOXES
STD. CONC. PARA RAMP
2-3m min.
BARRIER FREE ZONE


PAVING STONE SIDEWALK LAYOUT
3m min.
6m
6m
500
6m
6m
TREE GRATE AND GUARD
PAVING STONES
PROPERTY LINE
STANDARD 700 CONCRETE VERGE
EDMONTON POWER LIGHT POLE
EDMONTON POWER VAULT WITH STONE TOPPING
NEWSPAPER BOXES
TELEPHONE BOOTHS
TRAFFIC CONTROL UNITS
MAIL BOXES
SAND BOXES
STD. CONC. PARA RAMP
3m min.
BARRIER FREE ZONE

HENRY SINGER
HENRY SINGER

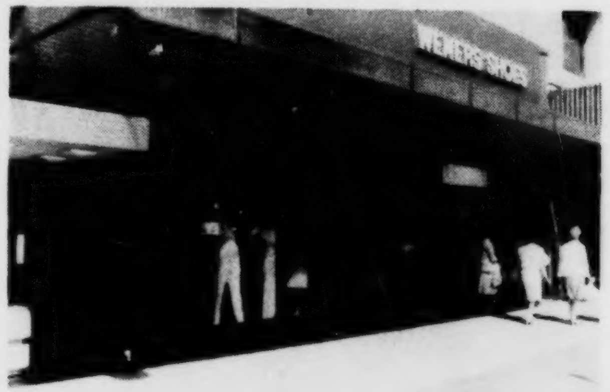
3.7 GROUND LEVEL SPACE

ISSUE

Downtown is a place of concentrated activity and interaction. When activities are hidden or inaccessible, the diversity of the urban centre is lost. If the downtown is to have life, its buildings should front the street with inviting windows, doors, etc. Shops, public art and other activities should be located on or visible from the sidewalk.

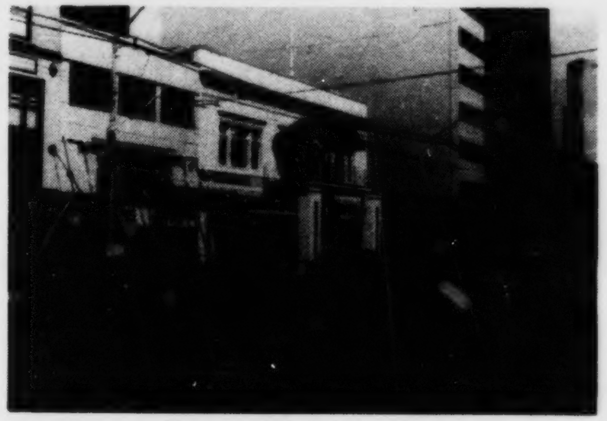
DESIGN PRINCIPLE

To enhance and strengthen the diversity of downtown by developing the ground level of new buildings with many public spaces and with frequent views and access to internal activity spaces.

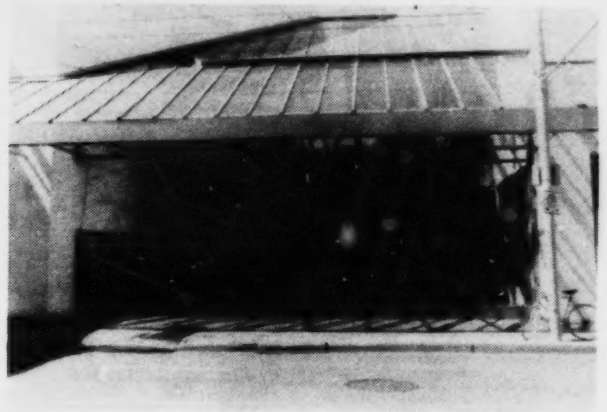


JASPER AVENUE - ENTRY DISPLAY SPACE AND CANOPY HELPS TO ENHANCE THE OUTWARD ORIENTATION OF THE SHOPS

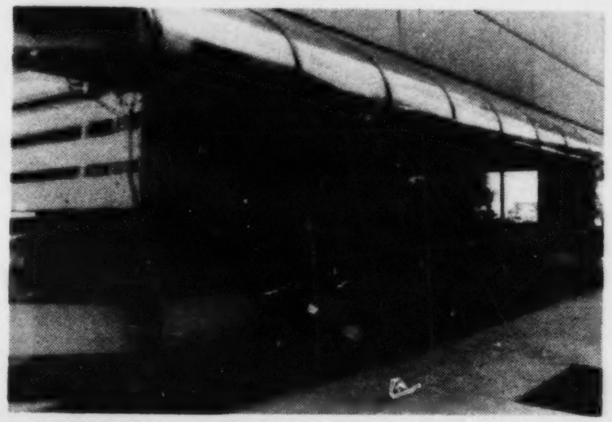
104 STREET - OUTDOOR CAFE ON GROUND LEVEL OF PARKADE ADDS LIFE TO THE STREET WITHOUT INTERRUPTING THE PEDESTRIAN MOVEMENT ON THE SIDEWALK



JASPER AVENUE - VARIATION OF THE EXTERIOR TREATMENT FOR GROUND LEVEL RETAIL SPACE ENHANCES THE PEDESTRIAN SHOPPING ENVIRONMENT



CONTINENTAL BANK - SUNKEN COURT GARDEN ADDS COLOUR AND LIFE TO THE PEDESTRIAN ENVIRONMENT



EDMONTON CENTRE - TRANSPARENT GLASS ALLOWS FOR GOOD CONTACT BETWEEN THE INDOOR CAFE AND THE PEDESTRIAN SPACE

RICE HOWARD WAY - OUTDOOR CAFE ADDS LIFE TO THE STREET

3.8 DESIGN FOR CLIMATE

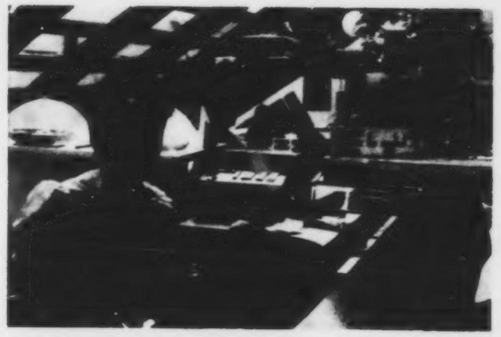
ISSUE

The climate of Edmonton has a major impact on the Downtown. Extreme winter weather conditions can create an uncomfortable environment which discourages outdoor activities.

DESIGN PRINCIPLE

To respond to the cold winter conditions some design principles are offered.

- New developments should recognize prevailing winds and avoid creating adverse, uncomfortable wind conditions and use landscape architecture and design principles which enhance the micro-climate of a given area. Design should permit maximum sun penetration to bothoutdoor and indoor open spaces.
- New developments should be sited and designed to permit the creation of exciting and inviting interconnections between outdoor and indoor open spaces.
- Weather protection should be provided to protect pedestrians from uncomfortable conditions through the use of awnings, canopies, arcades, heated bus shelters, heated sidewalks, readily accessible heated indoor spaces and galleries linking parallel streets at mid-block locations.
- Indoor public spaces should accommodate a wide variety of activities to encourage public uses in winter similar to summer outdoor uses.
- Indoor and outdoor spaces should be well integrated, and connected to optimize choice and year-round use of both. Contact points should be visible, and vertical circulation between indoor and outdoor spaces must be convenient. Indoor circulation systems should provide views to the outdoors for orientation.
- Outdoor spaces should be enriched with public and private features such as skating rinks, cafes, sculpture and exhibit areas.
- A major large scale indoor public space should be developed in the Downtown Core as a natural attraction and destination of significance to the City. 102 Street offers the opportunity to be developed as an enclosed street linking downtown major department stores.
- Indoor supplementary circulation systems should be completed and improved as development opportunities arise (see section 3.9 Downtown Pedway System).


A.E. LePAGE BUILDING - AMANDINE RESTAURANT

CONTINENTAL BANK - RETAIL MALL

CIRCULATION SPACE IN CONTINENTAL BANK

CONTINENTAL BANK'S ENTRY

MANULIFE ENTRY

IPL TOWER LOBBY - HIGH LEVEL PLANTING

FOUR SEASON'S HOTEL LANDSCAPING

THE BAY L.R.T. - ACCESS TO THE BAY

BOARDWALK MEWS

EATON'S CENTRE ATRIUM

CENTRAL LRT STATION

CENTRAL STATION - LRT ENTRANCE

101 Street Exit
Empire Building

McCAULEY PLAZA - BELOW GRADE PEDWAY

EDMONTON CENTRE - ABOVE GRADE PEDWAY

3.9 DOWNTOWN PEDWAY SYSTEM

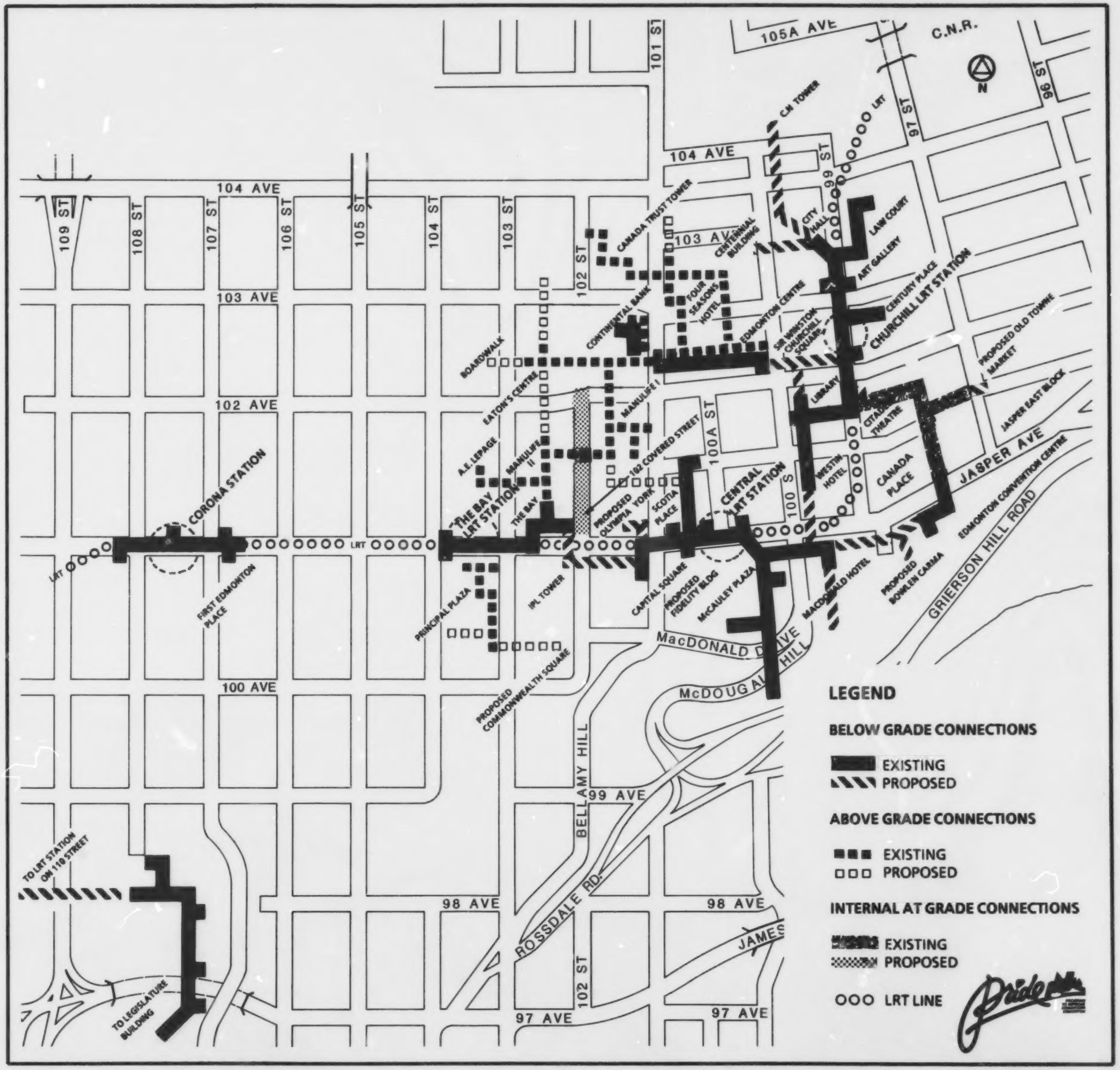
ISSUE

Few people are aware of the extent of the internal pedestrian system in the downtown, which is a composite of internal walkways, below grade LRT tunnels, above-grade bridges between buildings, circulation corridors in department stores, shopping malls, atria and lobbies. The enclosed pedestrian circulation system is of benefit to downtown shoppers and business people with the provision of a climatically controlled environment which minimizes the exposure to the harsh and unpleasant external weather.

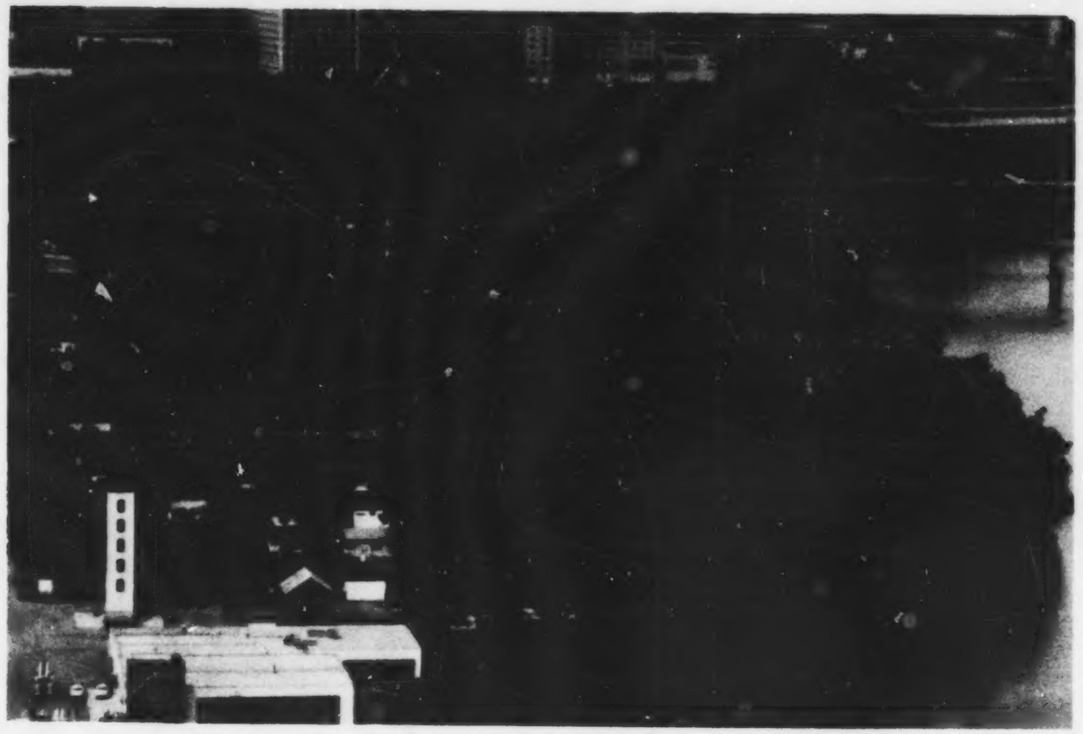
DESIGN PRINCIPLE

To achieve a usable pedway system some essential principles are offered:

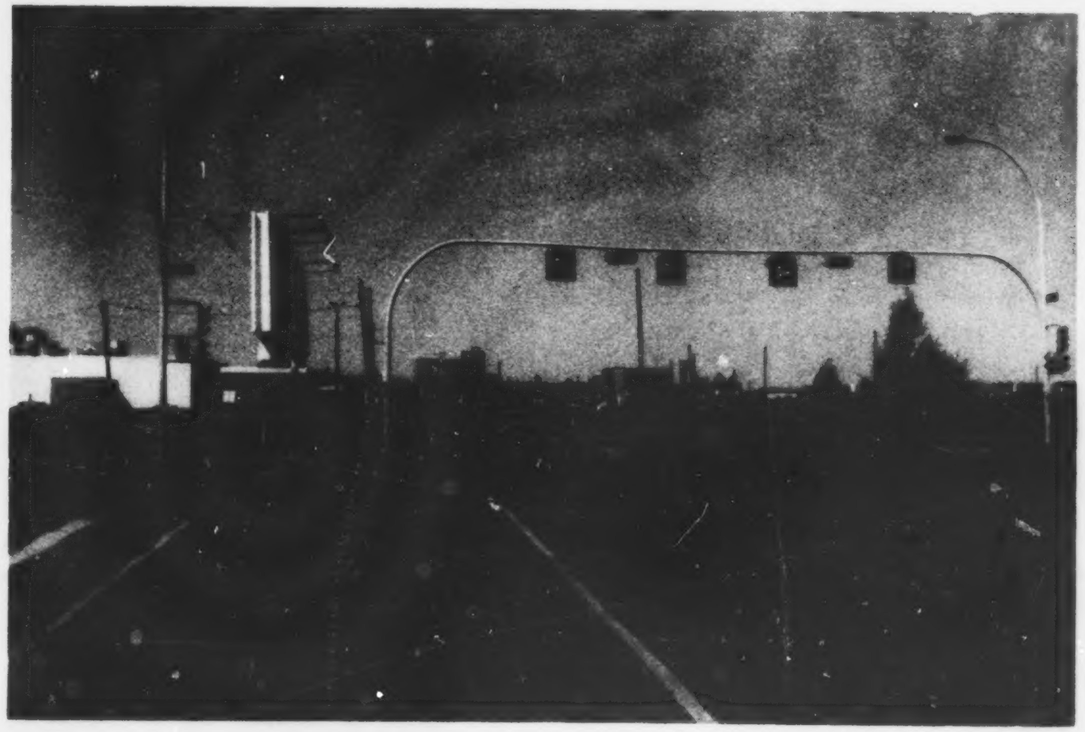
- Links to the internal pedway system should be provided as new developments are built.
- Existing and proposed development should contribute to the aesthetic quality of the internal pedway system.
- Retail activity or amenity space such as exhibit areas, display windows etc. should be introduced in the pedway system. Activity generates a level of surveillance which provides people with a feeling of security.
- Above and below grade pedways should be made available for public use throughout each day in areas of high pedestrian concentration.
- Access to the pedway system including LRT stations should be highly visible from the street. Contact with outside directional signage, landmarks, and familiarity with building names and locations will encourage people to use the pedway system.


105A AVE
C.N.R.
N
104 AVE
103 AVE
102 AVE
100 AVE
99 AVE
98 AVE
97 AVE
109 ST
108 ST
107 ST
106 ST
105 ST
104 ST
103 ST
102 ST
101 ST
100A ST
100 ST
99 ST
97 ST
96 ST
JASPER AVE
MacDONALD DRIVE
McDOUGALL HILL
BELLAMY HILL
ROSSDALE RD.
GRIERSON HILL ROAD
JAMES
C.N TOWER
LRT
CITY HALL
LAW COURT
ART GALLERY
CENTURY PLACE
CHURCHILL LRT STATION
PROPOSED OLD TOWNE MARKET
JASPER EAST BLOCK
CITADEL THEATRE
LIBRARY
SIR WINSTON CHURCHILL SQUARE
EDMONTON CENTRE
CENTENNIAL BUILDING
CANADA TRUST TOWER
FOUR SEASONS HOTEL
CONTINENTAL BANK
BOARDWALK
EATON'S CENTRE
MANULIFE I
MANULIFE II
A.E. LEPAGE
102 COVERED STREET
PROPOSED OLYMPIA YORK
THE BAY LRT STATION
THE BAY
SCOTIA PLACE
CENTRAL LRT STATION
WESTIN HOTEL
CANADA PLACE
EDMONTON CONVENTION CENTRE
PROPOSED BOWLEN CARMA
MACDONALD HOTEL
McCAULEY PLAZA
PROPOSED FIDELITY BLDG
CAPITAL SQUARE
IPL TOWER
PRINCIPAL PLAZA
PROPOSED COMMONWEALTH SQUARE
CORONA STATION
FIRST EDMONTON PLACE
TO LRT STATION ON 110 STREET
TO LEGISLATURE BUILDING
LEGEND
BELOW GRADE CONNECTIONS
EXISTING
PROPOSED
ABOVE GRADE CONNECTIONS
■■■ EXISTING
□□□ PROPOSED
INTERNAL AT GRADE CONNECTIONS
EXISTING
PROPOSED
○○○ LRT LINE
Pride

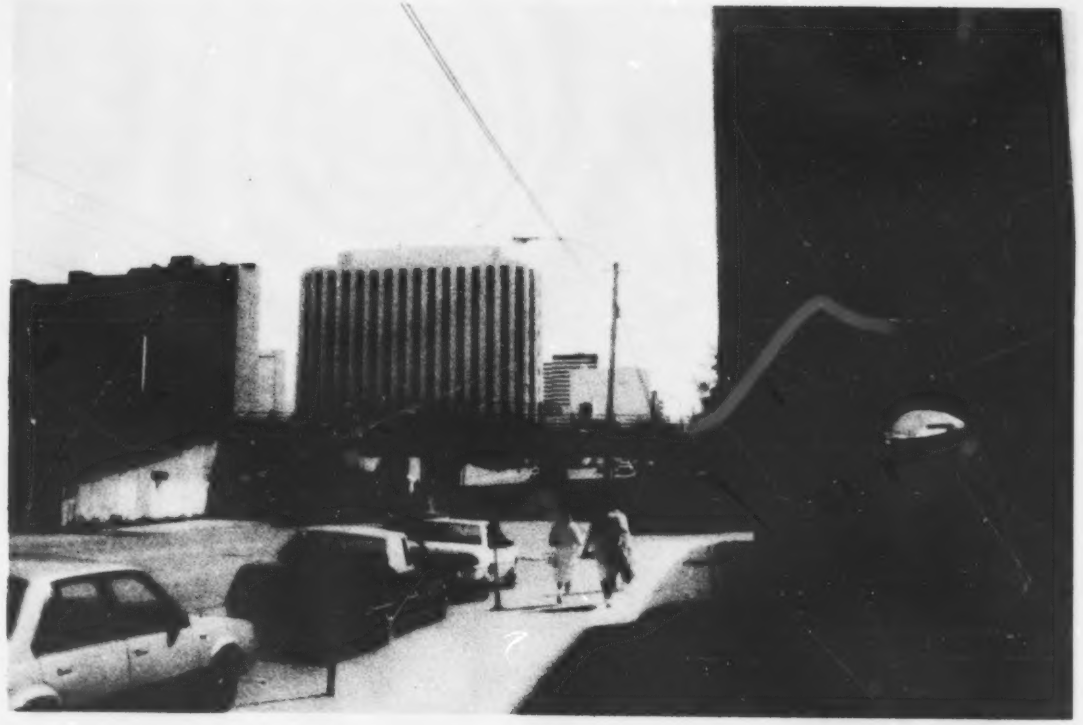
CN LANDS



ROSSDALE - RIVER FRONT



CP LANDS



JASPER AVENUE - UNDERPASS

3.10 LINKS TO OTHER AREAS

ISSUE

If the downtown is to work as a set of connected subareas linked to surrounding areas, barriers between the perimeter of the downtown and the surrounding communities should be avoided. It is largely the ability to move and see from one area to another that binds the downtown into the entire fabric of the City.

DESIGN PRINCIPLE

- To avoid the formation of pedestrian barriers (physical, visual or psychological) within the public right-of-ways, to maintain an adequate access route for pedestrian travel wherever a public right-of-way exists or has existed and create a new one wherever needed, especially:

a) Between downtown and Central McDougall through CN Lands.

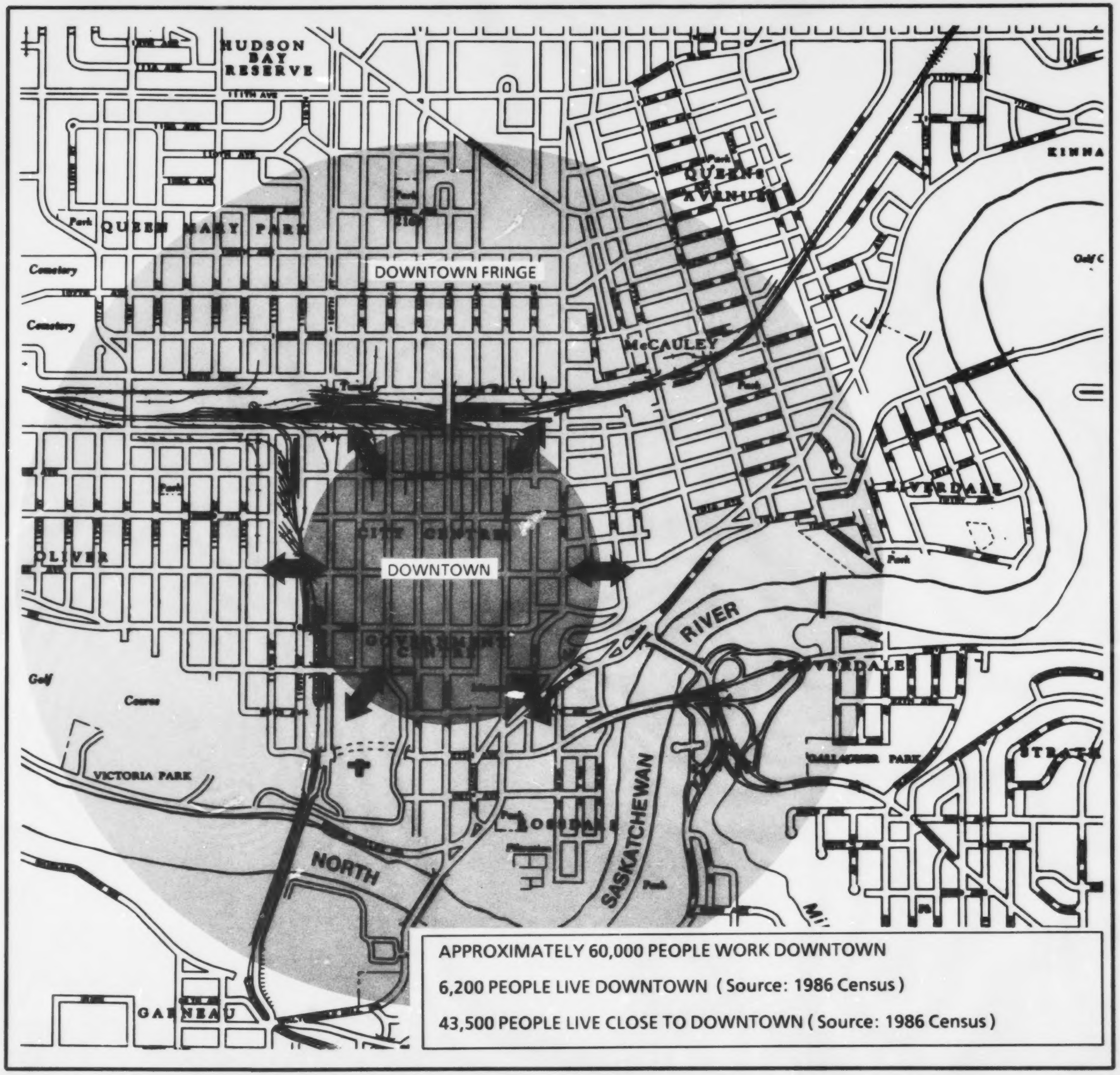
b) Between downtown and Oliver through CP Lands.

c) Between downtown and the River Valley.

d) Between downtown and Boyle Street/McCauley.

- To enhance entrances or gateways to the downtown through construction of new entrance/gateway structures or upgrading of existing bridges at the following locations:

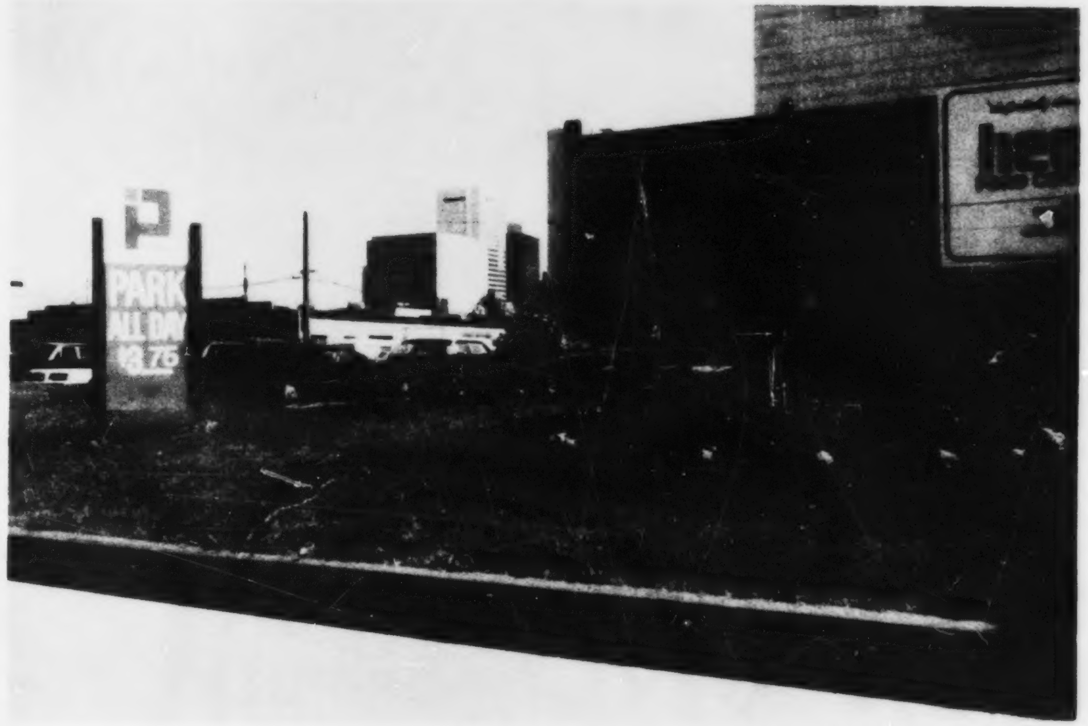
a) 97 Street and 105 Avenue
b) 101 Street and 105 Avenue
c) 109 Street and 104 Avenue
d) Jasper Avenue and 109 Street
e) Jasper Avenue and 97 Street
f) 105 Street Bridge and 103 Avenue
g) 100 Street and McDonald Drive
h) Bellamy Hill and McDonald Drive


HUDSON BAY RESERVE
QUEEN MARY PARK
DOWNTOWN FRINGE
QUEEN'S AVENUE
McCAULEY
Park
Cemetery
Cemetery
OLIVER
CITY CENTRE
DOWNTOWN
GOVERNMENT CENTRE
RIVERDALE
RIVER
CLOVERDALE
SASKATCHEWAN
NORTH
ROSSDALE
Golf Course
VICTORIA PARK
GALLAGHER PARK
GARNEAU

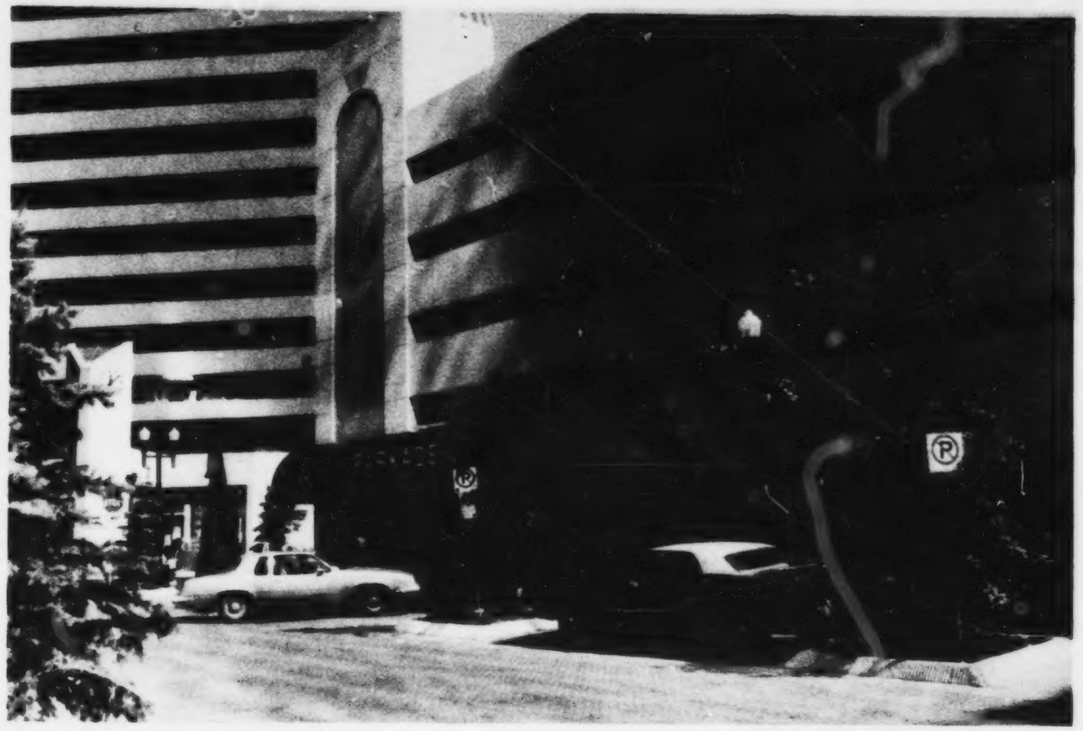
APPROXIMATELY 60,000 PEOPLE WORK DOWNTOWN

6,200 PEOPLE LIVE DOWNTOWN (Source: 1986 Census)

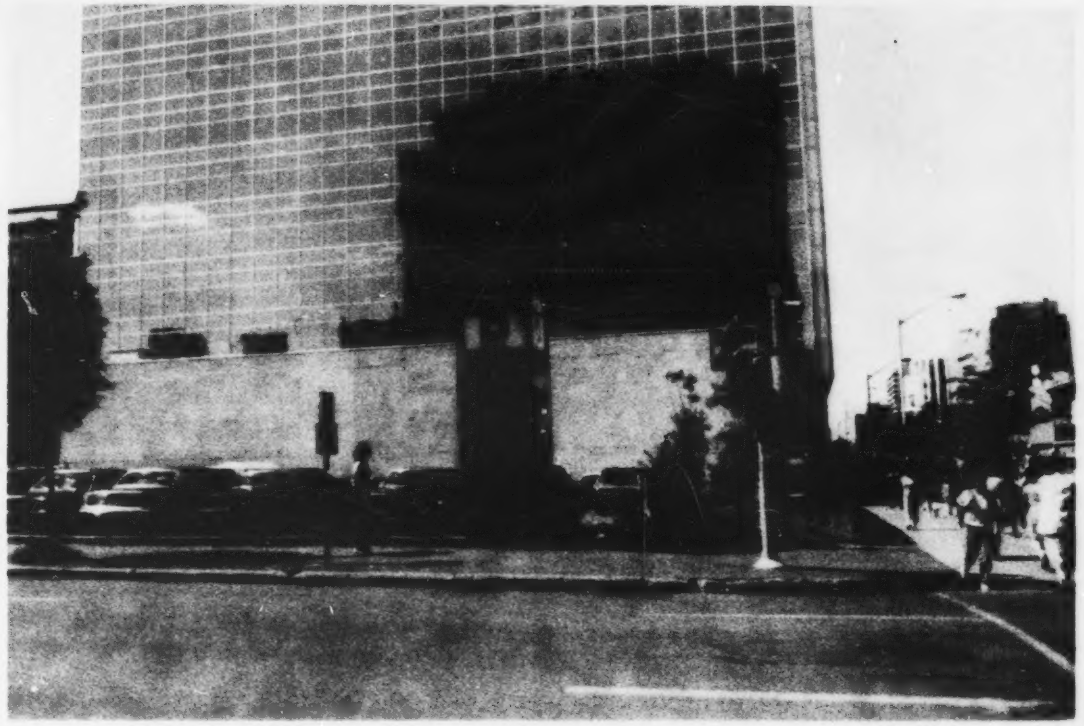
43,500 PEOPLE LIVE CLOSE TO DOWNTOWN (Source: 1986 Census)



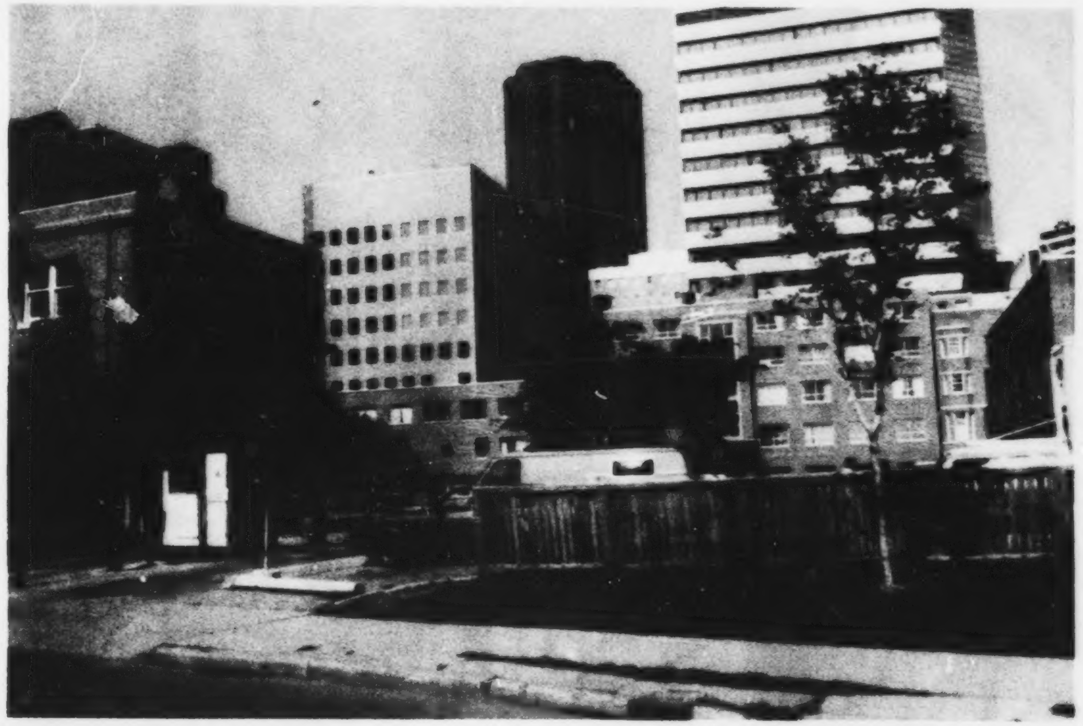
SURFACE PARKING - LANDSCAPING



PARKADE - CLADDING AND CANOPY



SURFACE PARKING - SIGNAGE



SURFACE PARKING - SCREENING

3.11 DOWNTOWN PARKING

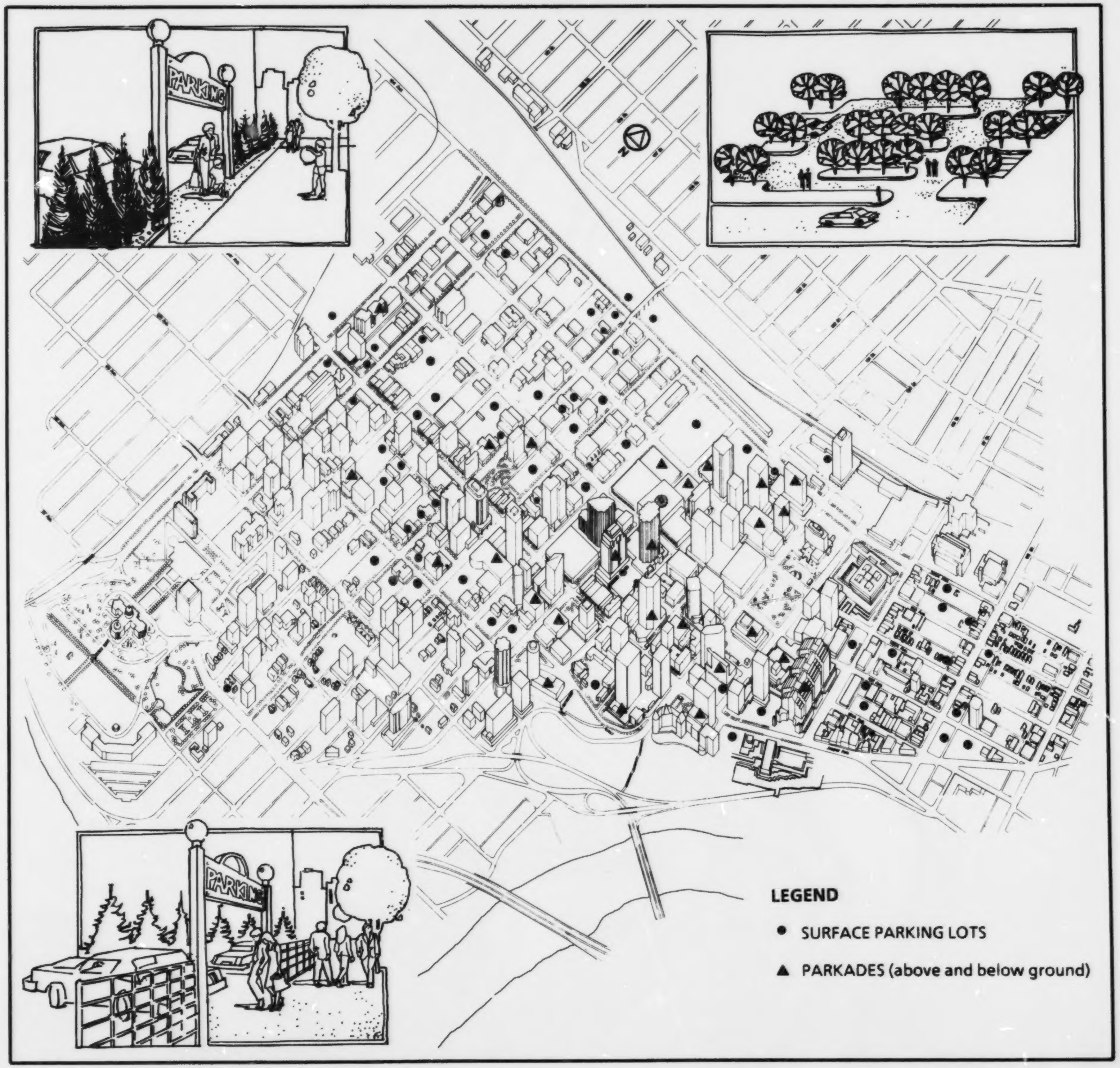
ISSUE

Surface parking lots, and above/below grade parkades in the downtown are major pedestrian areas. Surface parking lots are often neither properly surfaced nor screened from view at street level. Too many above grade parkades present blank, lifeless faces to the street and cause disruption to pedestrian movement at their access points, often with inadequate visibility. Downtown parking problems are not only aesthetic, but functional. Security in parking areas, and the tracking of dirt from unpaved lots detract from the ambience of downtown.

DESIGN PRINCIPLE

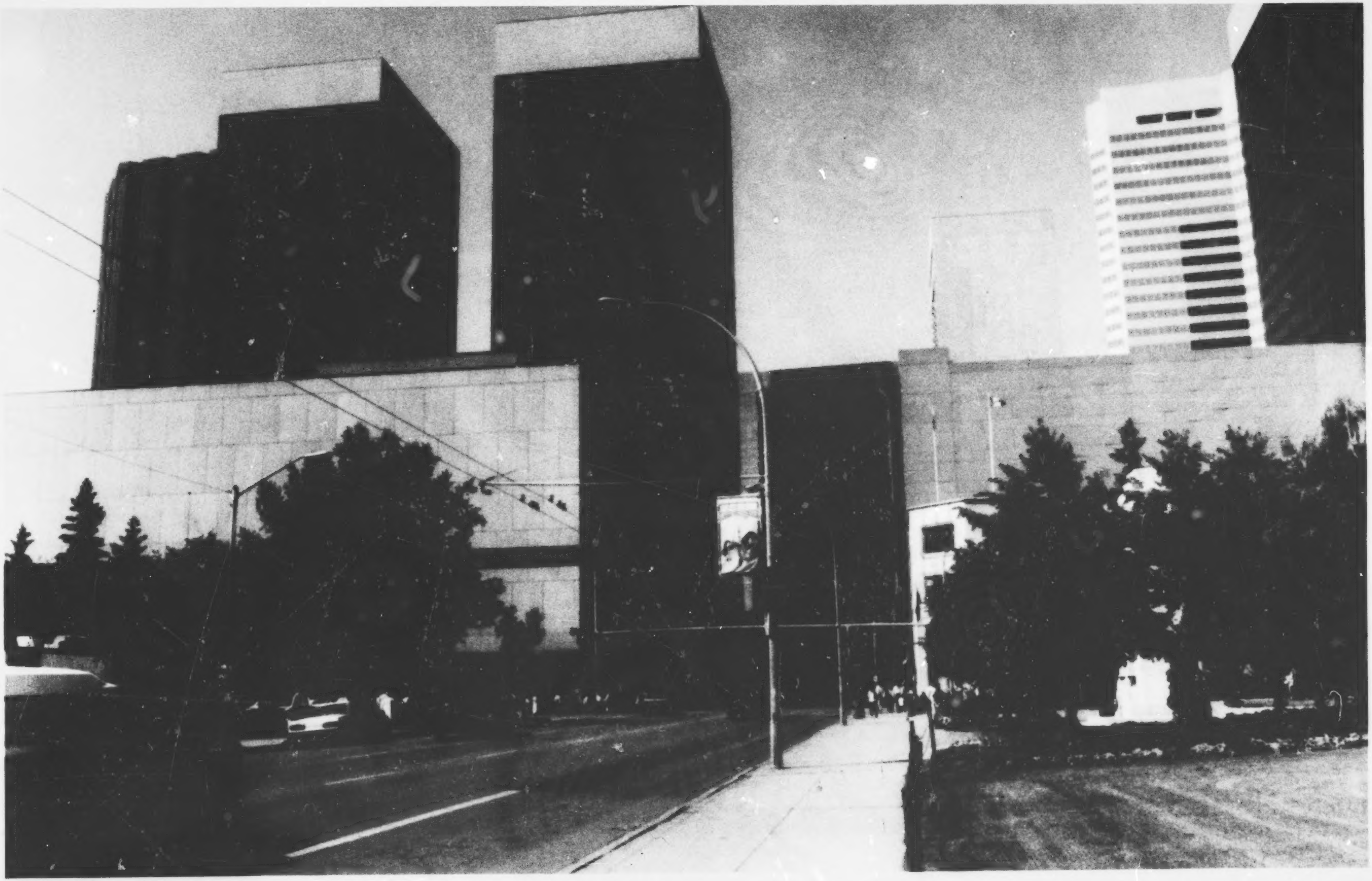
To ensure surface parking lots in the downtown are paved, well lighted, signed and screened from nearby buildings and pedestrians.

The ground level of above grade parkades should be developed with pedestrian oriented spaces such as shops, display windows, etc. to create a vital street especially in the core area. Above grade parkades should be well lighted and allow for surveillance opportunities from adjacent street and nearby buildings in order to create an overall image of a safe environment. Underground parkades should be also well lighted and safe.



SECTION FOUR: DOWNTOWN CHARACTER AREAS & STREETS

4.1 Retail Commercial Core (Core Commercial Area & Mixed-Use Area II)
  4.1.1 100 Street
  4.1.2 Rice Howard Way
  4.1.3 102 Street
  4.1.4 104 Street
  4.1.5 Jasper Avenue
  4.1.6 102 and 103 Avenues
  4.1.7 104 Avenue
4.2 Civic Centre
  4.2.1 99 Street
  4.2.2 102 and 102A Avenues
4.3 McKay Avenue Neighbourhood (McKay Avenue Area & Mixed-Use Area V)
  4.3.1 104 Street
  4.3.2 105 Street
  4.3.3 97 Avenue
  4.3.4 99 Avenue
4.4 Commercial Residential, South of Jasper (Mixed- Use Area I & Mixed-Use Area III)
  4.4.1 109 Street
  4.4.2 100 Avenue
4.5 Warehouse District (Mixed-Use Area IV)

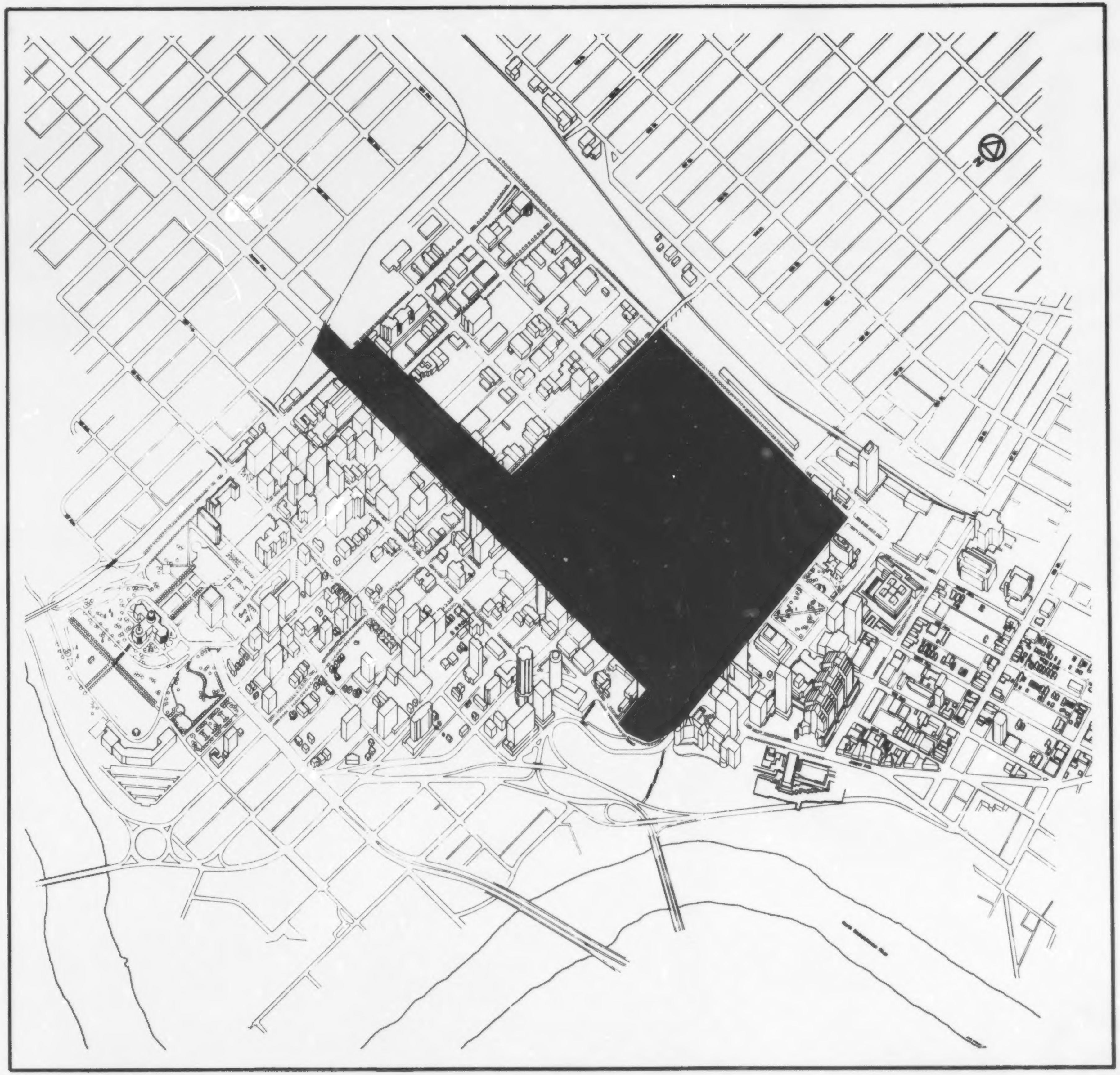


4.1 RETAIL COMMERCIAL CORE

(Core Commercial Area & Mixed Use Area II)

GOAL

The core shopping streets should offer much more than simply retailing. They should reflect the life of Edmonton with visible and tangible signs of vitality. They should offer busy streets, restaurants, stores, art galleries, etc. High densities expected in this area should not detract from the environment, but rather enhance it.



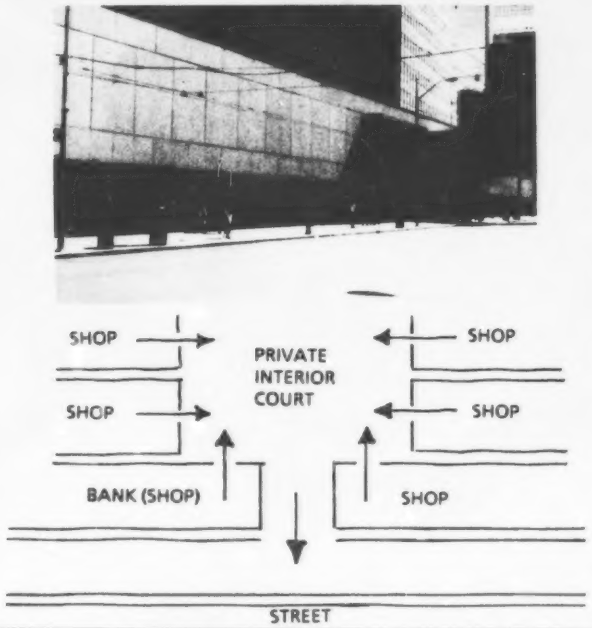
BUILT FORM AND FRONTAGE

ISSUES

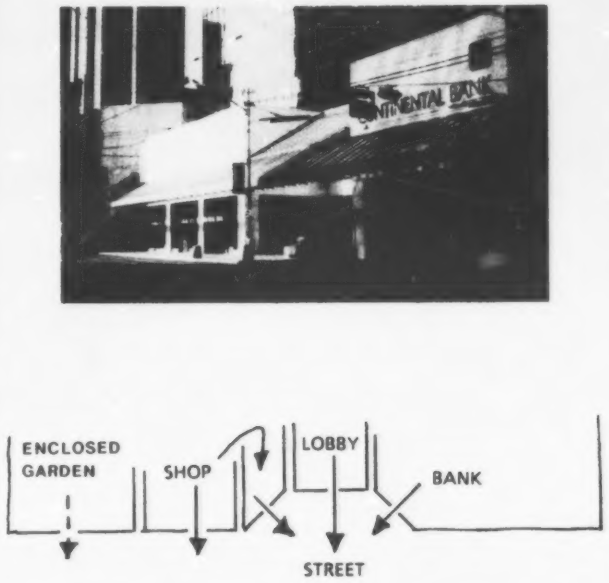
1. STREET LEVEL USES/ACCESS

Currently most streets in the core are without vitality. The variety and entertainment provided by downtown streets is largely a function of the number and diversity of activities which front them. Each use must have its own access and identity facing the street. The identity, individuality, and distinction of both shops and lobbies is confused and diluted if they must share the same entrance.

NOT THIS


SHOP
SHOP
PRIVATE
INTERIOR
COURT
SHOP
SHOP
BANK (SHOP)
SHOP
STREET

THIS


ENCLOSED
GARDEN
SHOP
LOBBY
BANK
STREET

DESIGN PRINCIPLES

1. STREET LEVEL USES/ACCESS

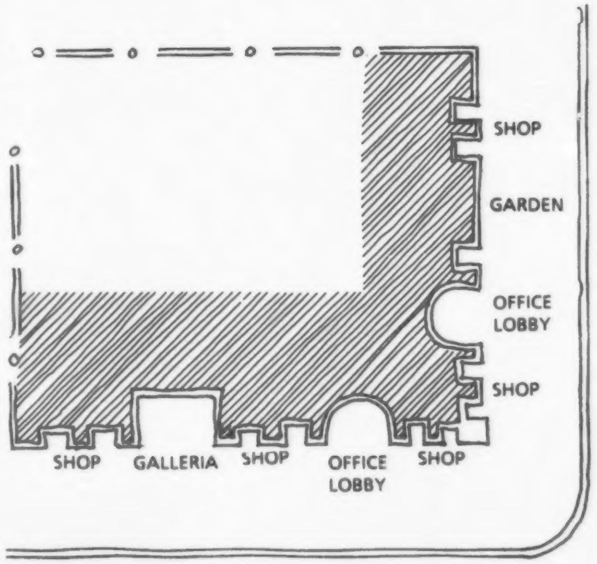
Shops and other facilities should provide direct physical and visual access to surrounding streets, in order to give those streets a sense of vitality.

2. RETAIL/AMENITY AREA

A continuity of immediate and engaging frontage is necessary to create vital streets. The amount of related retail and/or amenity space currently being provided in downtown development is insufficient to create vital and vibrant core streets.

NOT THIS

THIS


SHOP
GARDEN
OFFICE
LOBBY
SHOP
SHOP
GALLERIA
SHOP
OFFICE
LOBBY
SHOP

2. RETAIL/AMENITY AREA

Downtown development should provide the maximum retail frontage and/or amenity space at grade level.

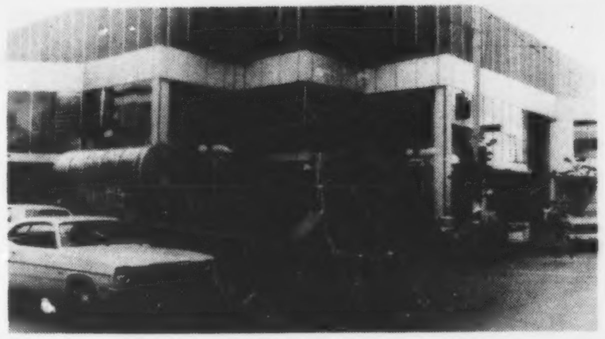
BUILT FORM AND FRONTAGE

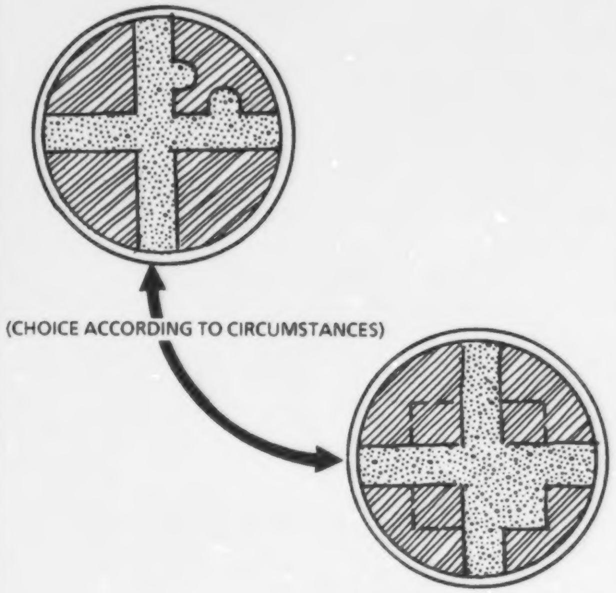
ISSUES

DESIGN PRINCIPLES

3. STREET CORNER

Office tower lobbies placed at street corners disrupt the continuity of intersecting streets and congest the busiest sections of the sidewalk. The high pedestrian traffic levels at corners enhance the likelihood of successfully incorporating retail uses into a project.



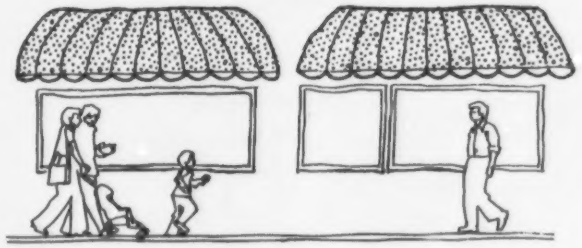


3. STREET CORNER

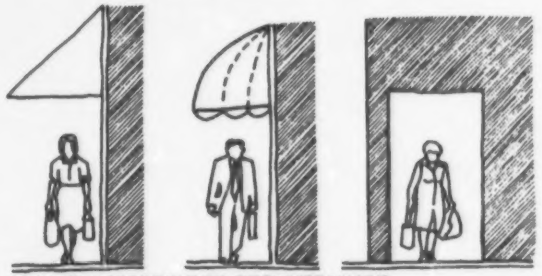
Office lobbies should preferably be located in mid-block, not at street corner locations. Frontage along both intersecting streets should be developed which recognizes the street hierarchy. When designing building corners, special attention should be given to the role openings and awnings play in reinforcing the intersection as an activity area.

4. WEATHER PROTECTION

Edmonton has its share of rainy days and long cold winters. Pedestrians should be protected from inclement weather without relying upon an interior climate controlled system.



WEATHER PROTECTION



(CHOICE ACCORDING TO CIRCUMSTANCES)

4. WEATHER PROTECTION

Throughout the core there should be continuity of weather protection along streets to protect pedestrians from rain, snow and excessive sun.

PEDESTRIAN ENVIRONMENT

ISSUES

DESIGN PRINCIPLES

1. SIDEWALKS

The construction and attention to detail of the public pedestrian environment has not kept pace with development, with the result that the existing sidewalk network is largely worn out. Major improvements to the existing sidewalk network are required.

NOT THIS

THIS

1. SIDEWALKS

(A) Sidewalks should be improved giving priority to:

a) Establishing a completely barrier free core sidewalk network with wheelchair ramps at every intersection.

b) Replacement of deteriorated walkways on the basis of street hierarchy, adjacent development and sidewalk condition.

c) Completing missing sidewalk links.

(B) A consistent series of sidewalk design details and engineering standards should be used which will form a network demonstrative of the city's pride in its downtown. (See Section 3.6 - Downtown Sidewalks)

2. STREET FURNITURE

Sidewalks are cluttered with a proliferation of haphazard and often redundant signs, poles, parking meters, street furniture, newspaper boxes, trees, and garbage containers.

NOT THIS

THIS

2. STREET FURNITURE

Elements which must necessarily be placed on sidewalks should be organized and located within a consistent and identifiable verge or border adjacent to the curb, keeping them out of the pedestrian's way and maintaining an effective sidewalk width. The verge should be finished in a consistent pattern and constructed to accept the various street elements. (See Section 3.6 - Downtown Sidewalks)

PEDESTRIAN ENVIRONMENT

ISSUES

DESIGN PRINCIPLES

3. PEDESTRIAN PRIORITY

Many streets in the precinct are designated and treated as major arterial. This matter requires special attention.

NOT THIS

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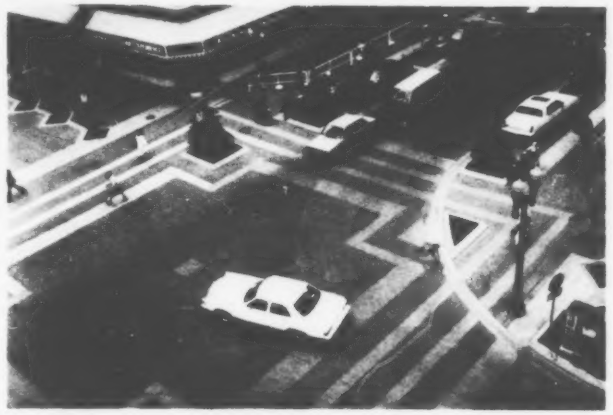


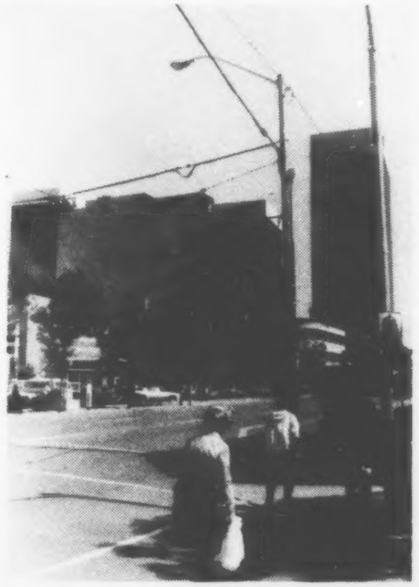
3. PEDESTRIAN PRIORITY

Each proposed roadway improvement should be examined in terms of its impact on the pedestrian environment, recognizing downtown as a special place for people on foot. Walking is a principal means of getting around and so the distinction in standards between downtown and other areas of the city should be increased.

4. LIGHTING

Lighting in downtown is characterized by "expressway" style lights the scale of which offers no recognition of downtown as a special pedestrian place. The same standards used on suburban interchanges are used downtown. They seem coarse when seen against the detail of adjacent buildings.

NOT THIS



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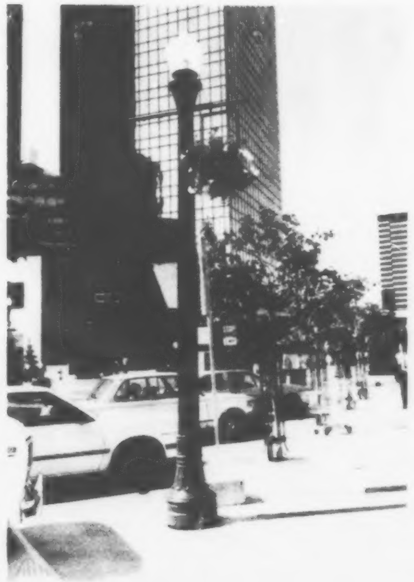


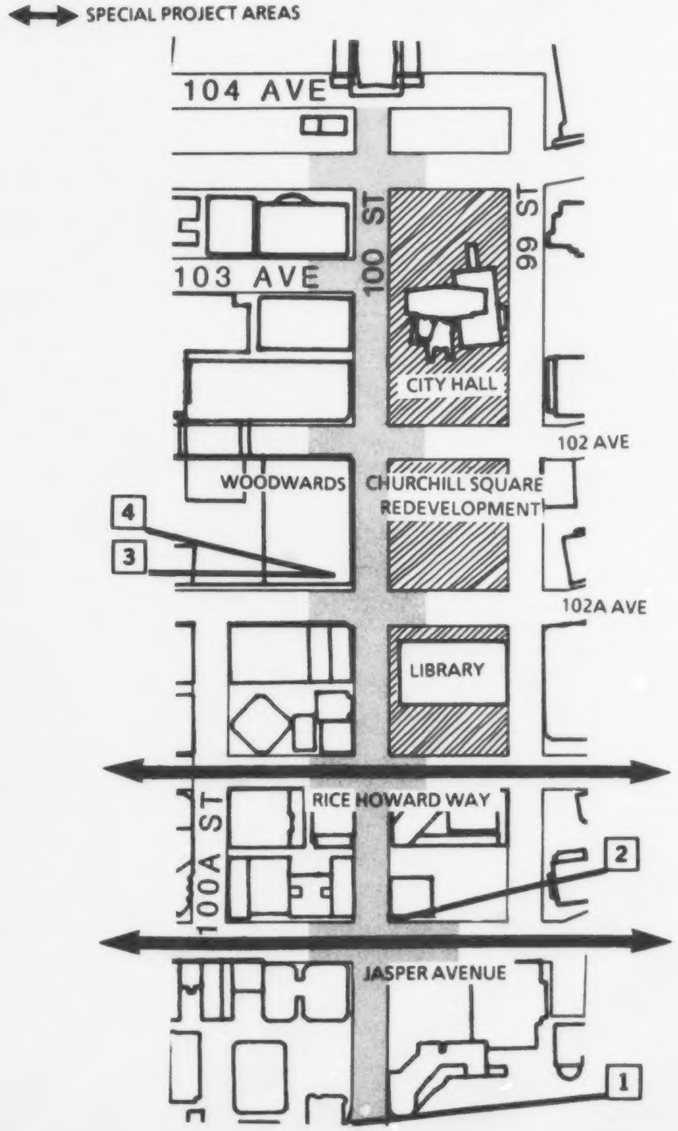
4. LIGHTING

A lighting plan and pole design strategy should be used that satisfies design and operational objectives (See Section 3.6 - Downtown Sidewalks).

4.1.1 100 STREET

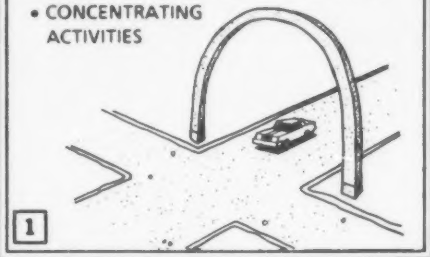
GOAL

To be developed as a street which makes the transition between the Retail Core and the Civic Centre precinct.


SPECIAL PROJECT AREAS
104 AVE
103 AVE
100 ST
99 ST
CITY HALL
102 AVE
WOODWARDS
CHURCHILL SQUARE REDEVELOPMENT
4
3
102A AVE
LIBRARY
RICE HOWARD WAY
100A ST
2
JASPER AVENUE
1

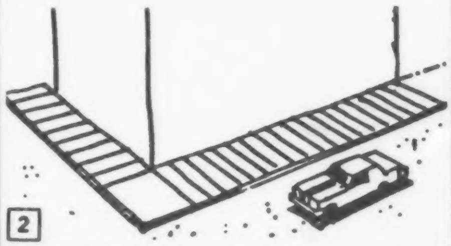
GATE PHYSICALLY EXPRESSED BY :

- NARROWING OR WIDENING THE PATH
- ENCLOSING THE SPACE
- CHANGING LEVELS
- PROVIDING SCULPTURE OR FOUNTAIN
- CONCENTRATING ACTIVITIES



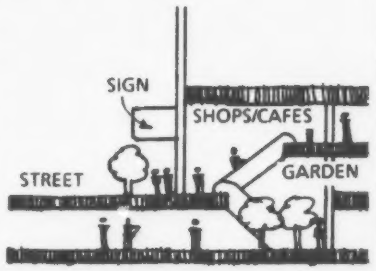
1

FUTURE DEVELOPMENT SHOULD FRONT THE STREET AT THE PROPERTY LINE TO REINFORCE THE STREET GRID AND ESTABLISH THE CORNER AT JASPER AVENUE AS THE ENTRANCE TO THE CIVIC CENTRE



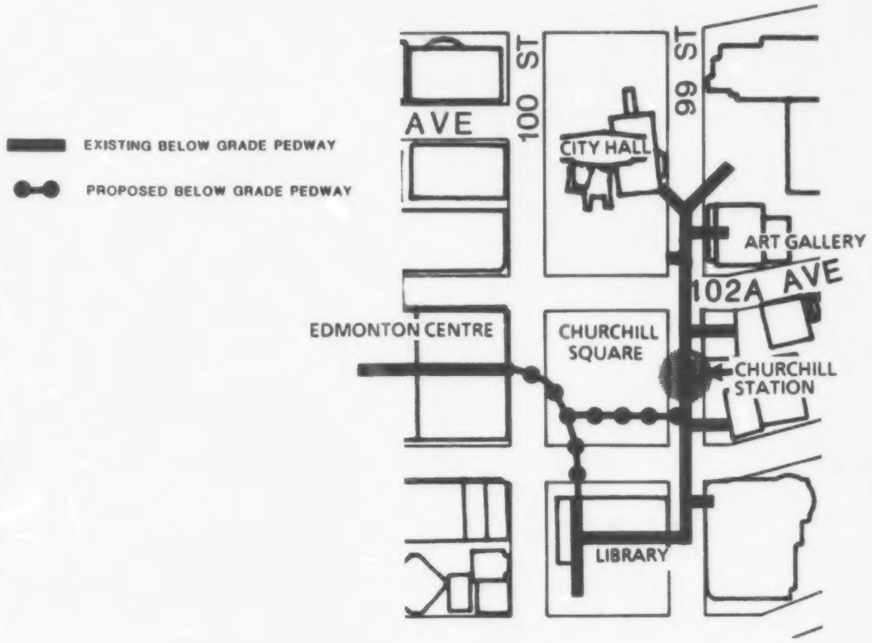
2

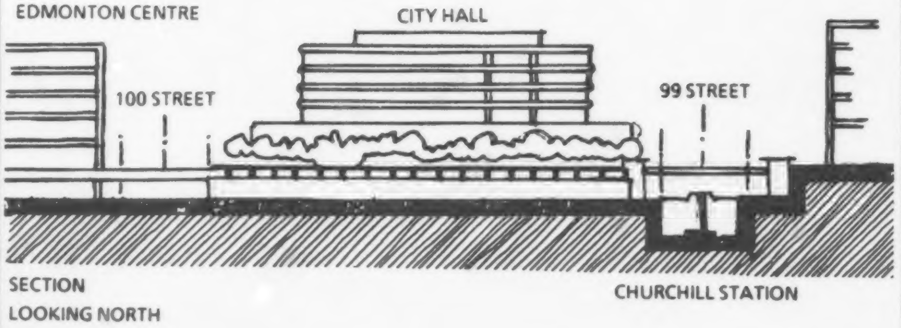
ACCESS TO LRT AND INTERNAL CONNECTIONS - ATRIUM, GALLERIA, ETC.


SIGN
SHOPS/CAFES
STREET
GARDEN

3

POTENTIAL BELOW GRADE PEDWAY CONNECTION BETWEEN EDMONTON CENTRE (WOODWARDS), LIBRARY AND CHURCHILL STATION

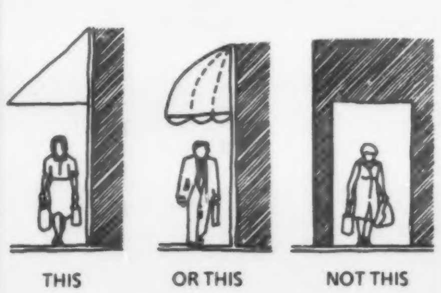

EXISTING BELOW GRADE PEDWAY
PROPOSED BELOW GRADE PEDWAY
AVE
100 ST
99 ST
CITY HALL
ART GALLERY
102A AVE
EDMONTON CENTRE
CHURCHILL SQUARE
CHURCHILL STATION
LIBRARY


EDMONTON CENTRE
CITY HALL
100 STREET
99 STREET
CHURCHILL STATION

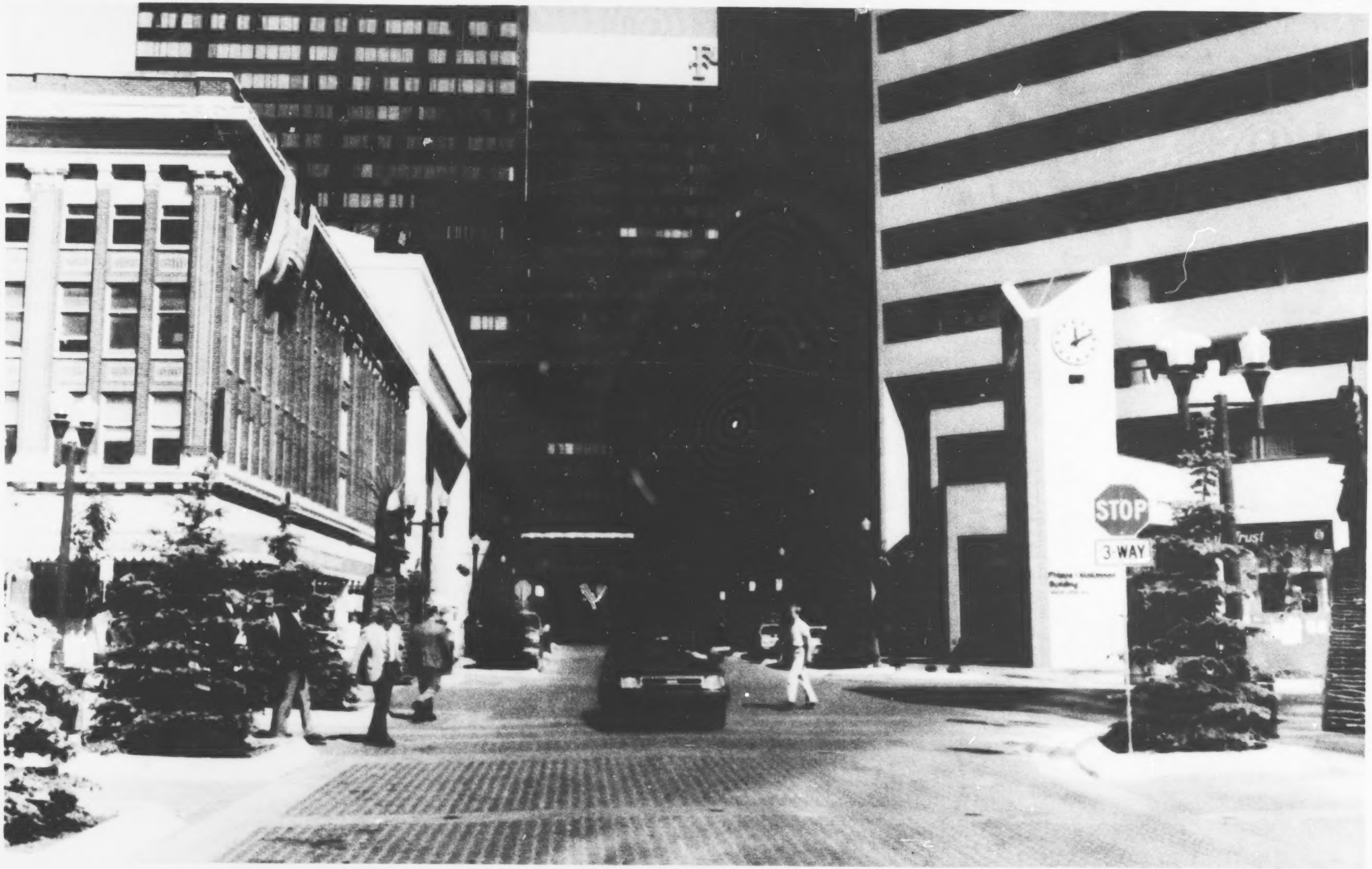
SECTION
LOOKING NORTH

4

WEATHER PROTECTION


THIS
OR THIS
NOT THIS

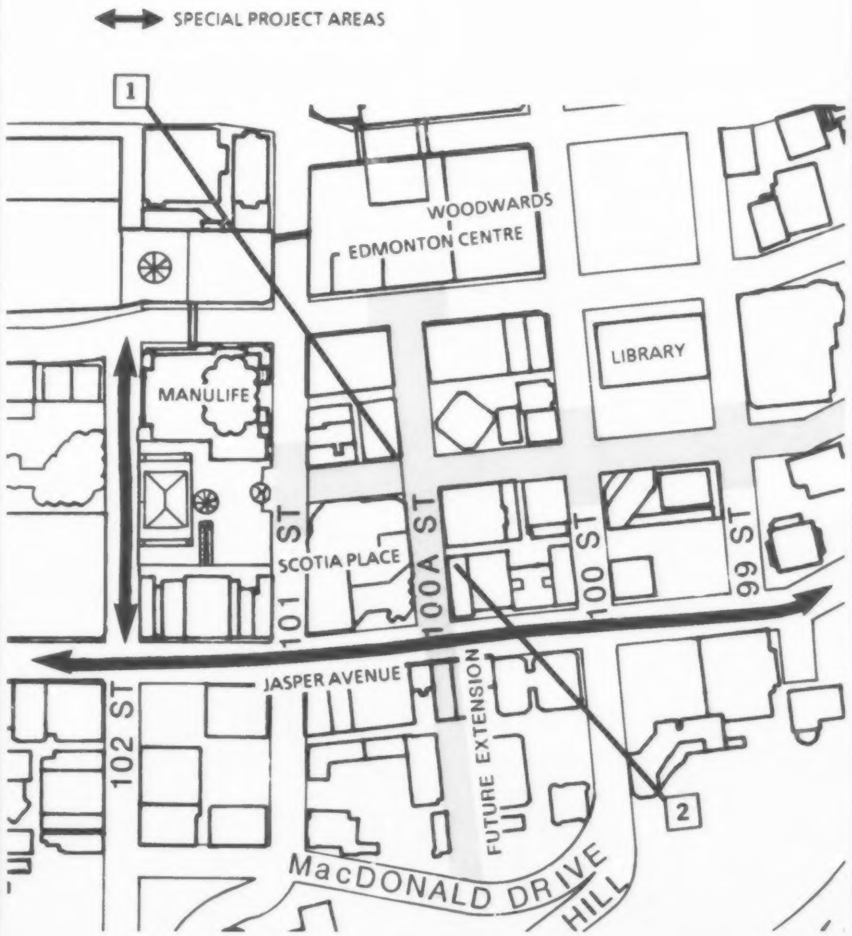
NOTE : APPLY ON THE ENTIRE STREET


STOP
3-WAY
Trust

4.1.2 RICE HOWARD WAY

GOAL

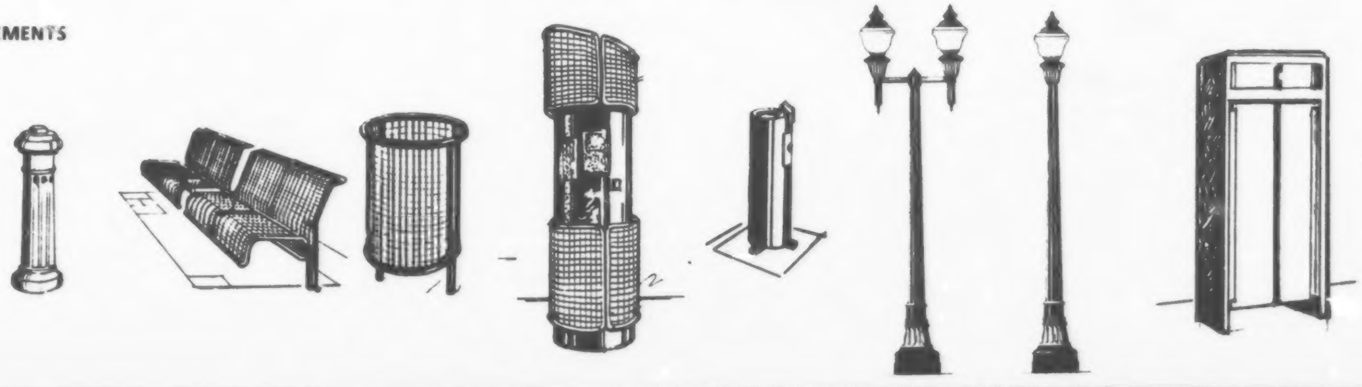
To remain a pedestrian oasis away from the hustle and bustle of the busy surrounding streets, where the pedestrian has greater priority than the car.

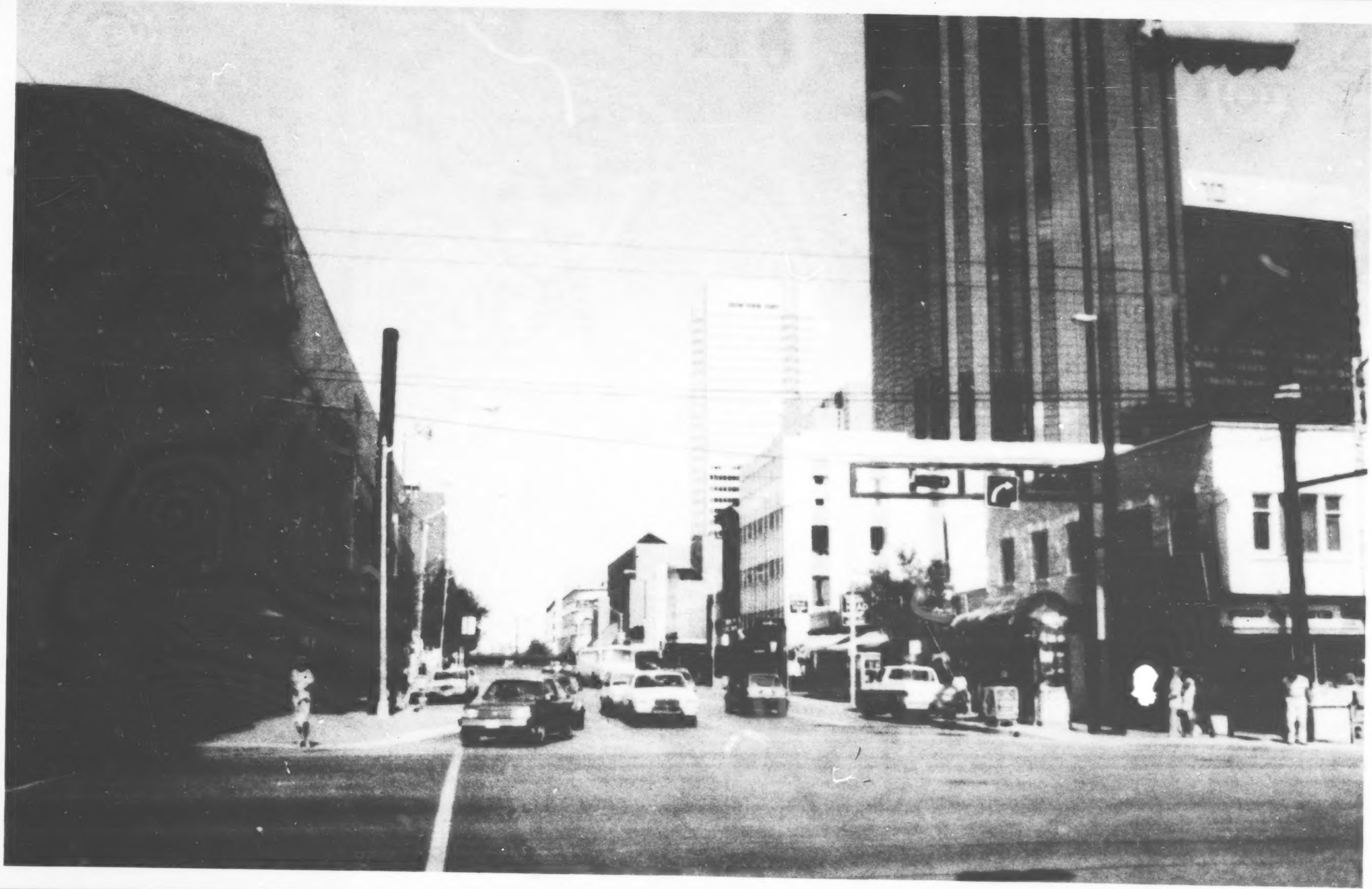

SPECIAL PROJECT AREAS
1
WOODWARDS
EDMONTON CENTRE
LIBRARY
MANULIFE
101 ST
SCOTIA PLACE
100A ST
100 ST
99 ST
JASPER AVENUE
102 ST
FUTURE EXTENSION
MacDONALD DRIVE
HILL
2

1

2

RICE HOWARD WAY
STREETSCAPE DESIGN ELEMENTS

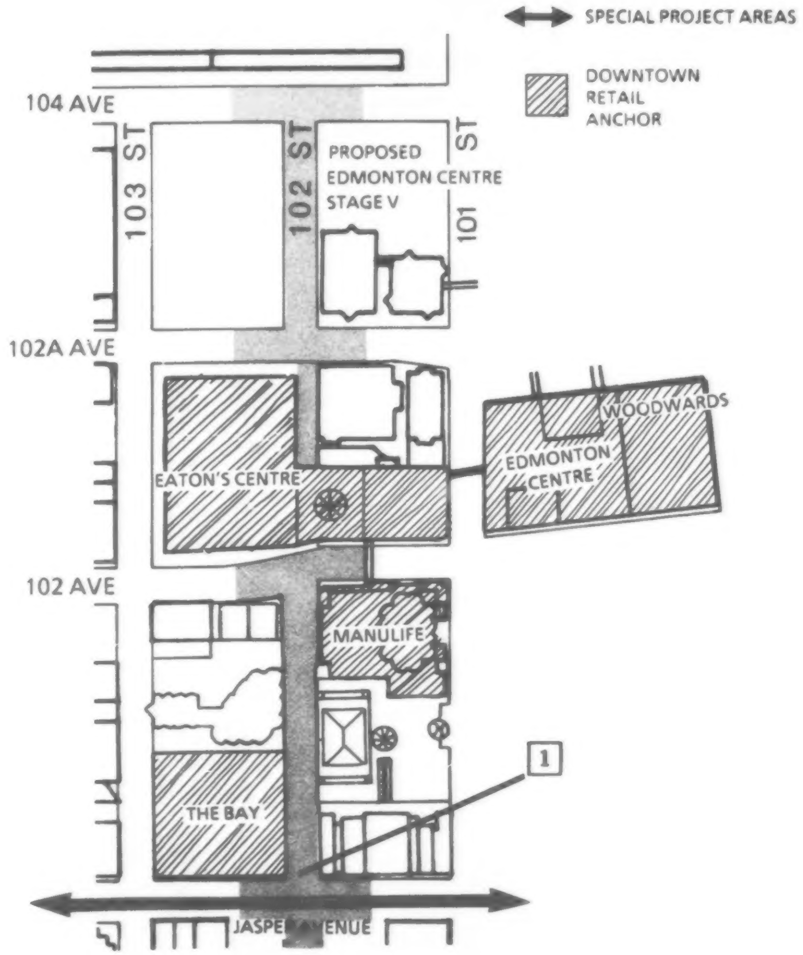


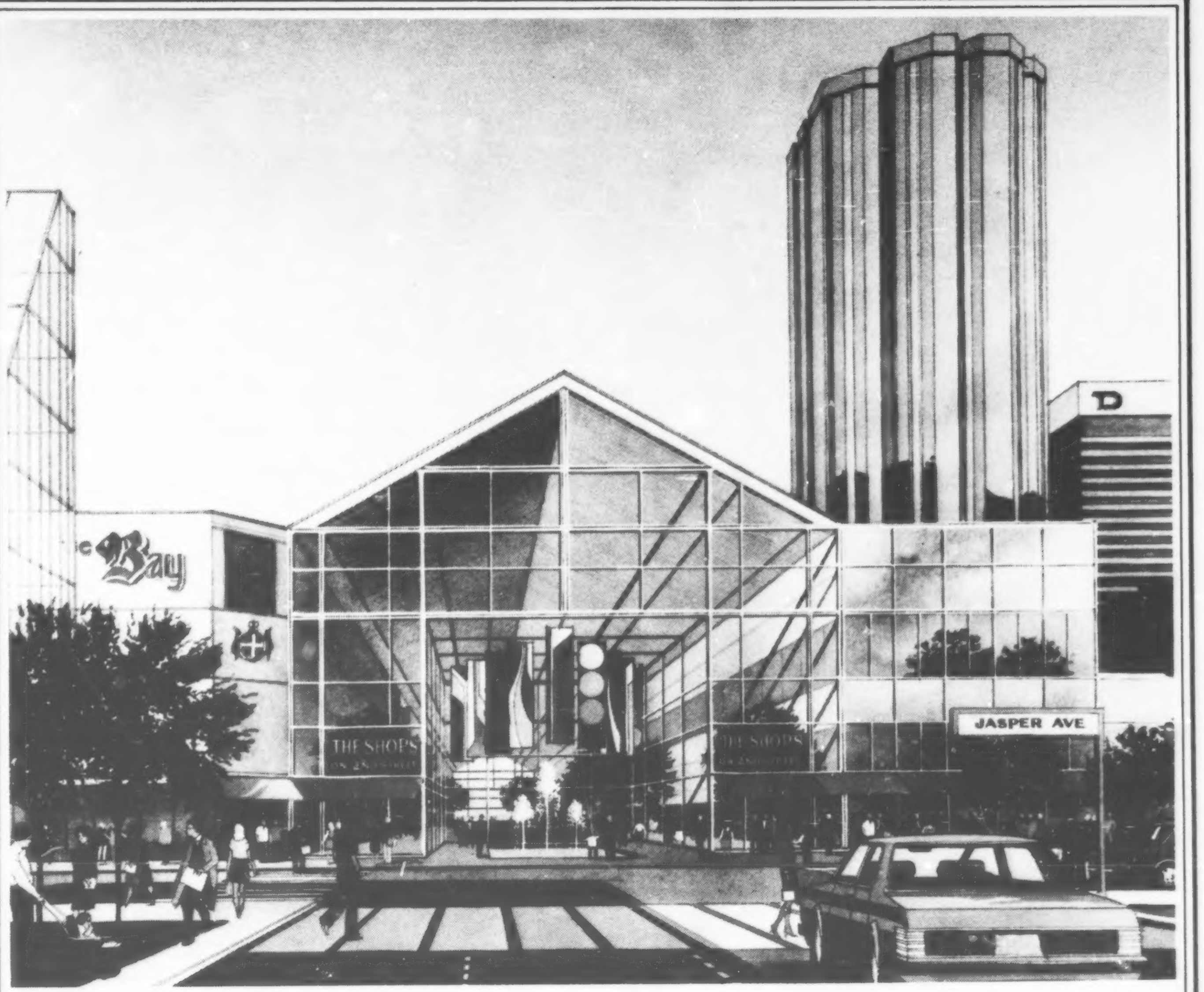


4.1.3 102 STREET

GOAL

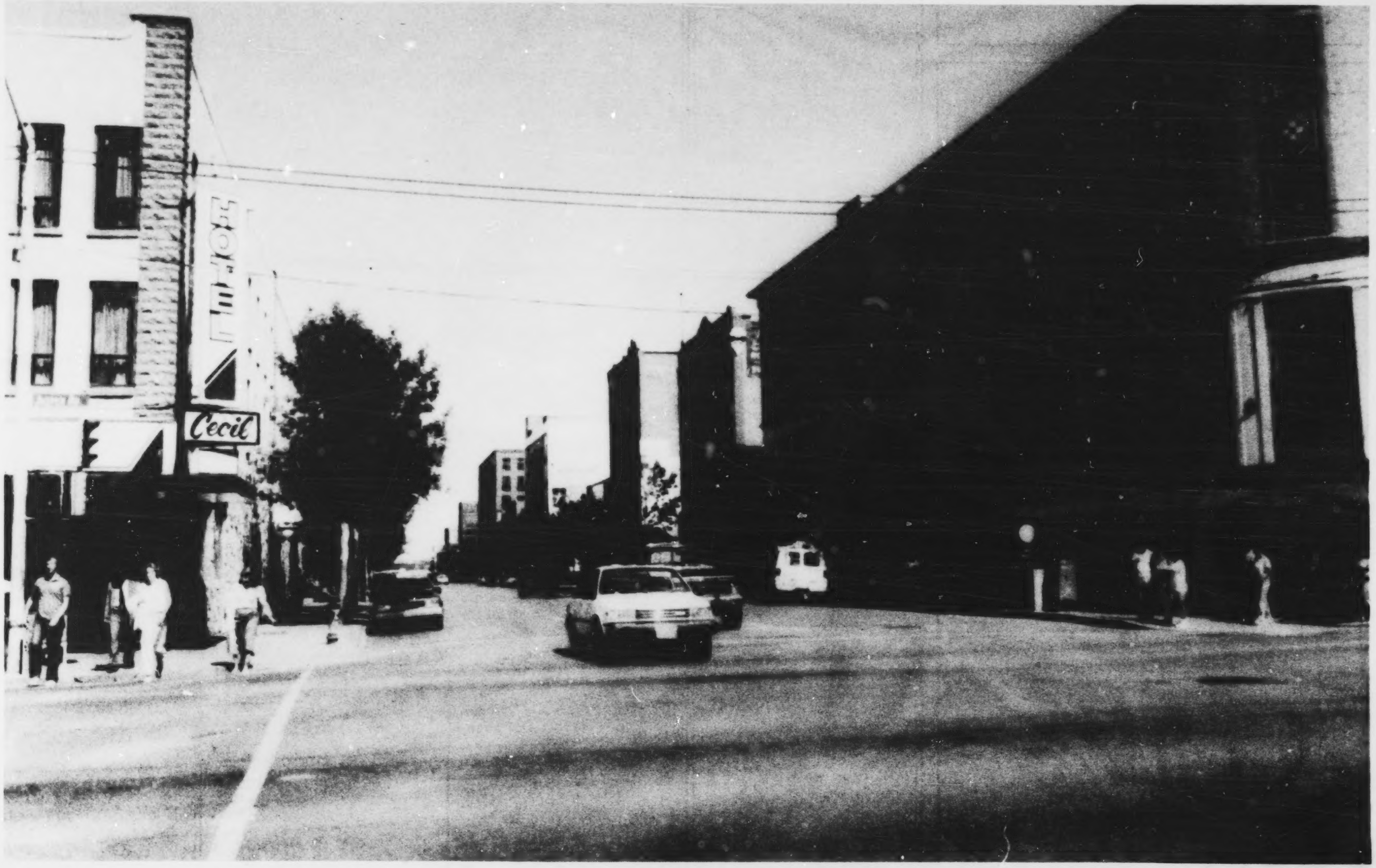
To be developed as a climate controlled public open space, a pedestrian street that links downtown retail anchors, the Bay, Eaton's, Manulife and Edmonton Centre.


SPECIAL PROJECT AREAS
DOWNTOWN RETAIL ANCHOR
104 AVE
103 ST
102 ST
101 ST
PROPOSED EDMONTON CENTRE STAGE V
102A AVE
EATON'S CENTRE
EDMONTON CENTRE
WOODWARDS
102 AVE
MANULIFE
THE BAY
JASPER AVENUE
1


Bay
THE SHOPS
JASPER AVE

102 STREET ARCADE

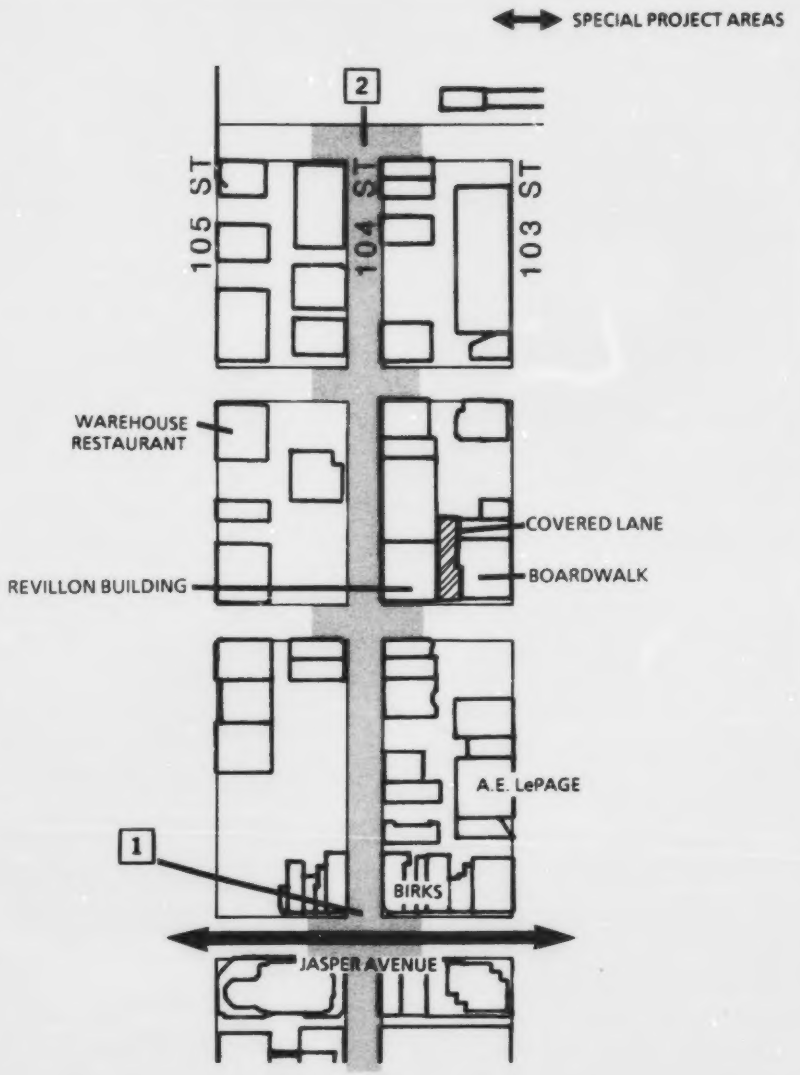
1

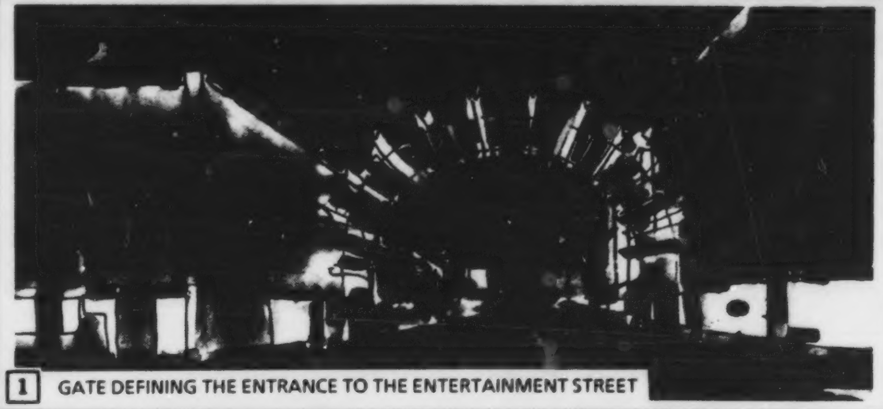

HOTEL
Cecil

4.1.4 104 STREET

GOAL

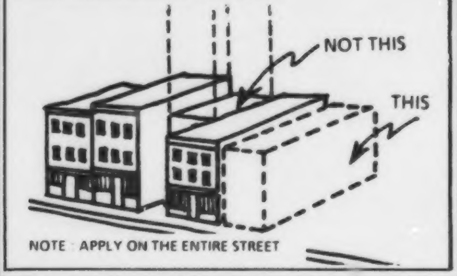
To be developed as a restaurant and entertainment area, building on the elements of scale and character inherent in the historic buildings which front it.


SPECIAL PROJECT AREAS
2
105 ST
104 ST
103 ST
WAREHOUSE RESTAURANT
COVERED LANE
REVILLON BUILDING
BOARDWALK
A.E. LePAGE
1
BIRKS
JASPER AVENUE



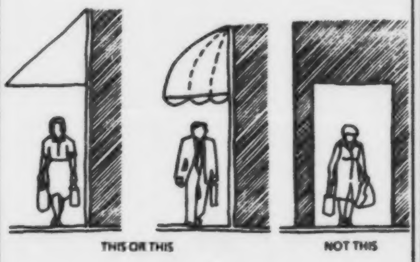
1 GATE DEFINING THE ENTRANCE TO THE ENTERTAINMENT STREET

BASE OF NEW BUILDINGS SHOULD BE BUILT TO THE PROPERTY LINE AND TO A HEIGHT SIMILAR TO EXISTING BUILDINGS TO REINFORCE THE EXISTING STREET CHARACTER


NOT THIS
THIS

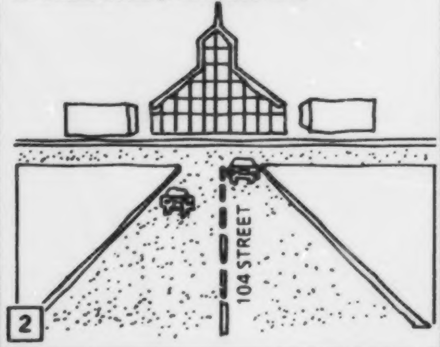
NOTE : APPLY ON THE ENTIRE STREET

WEATHER PROTECTION

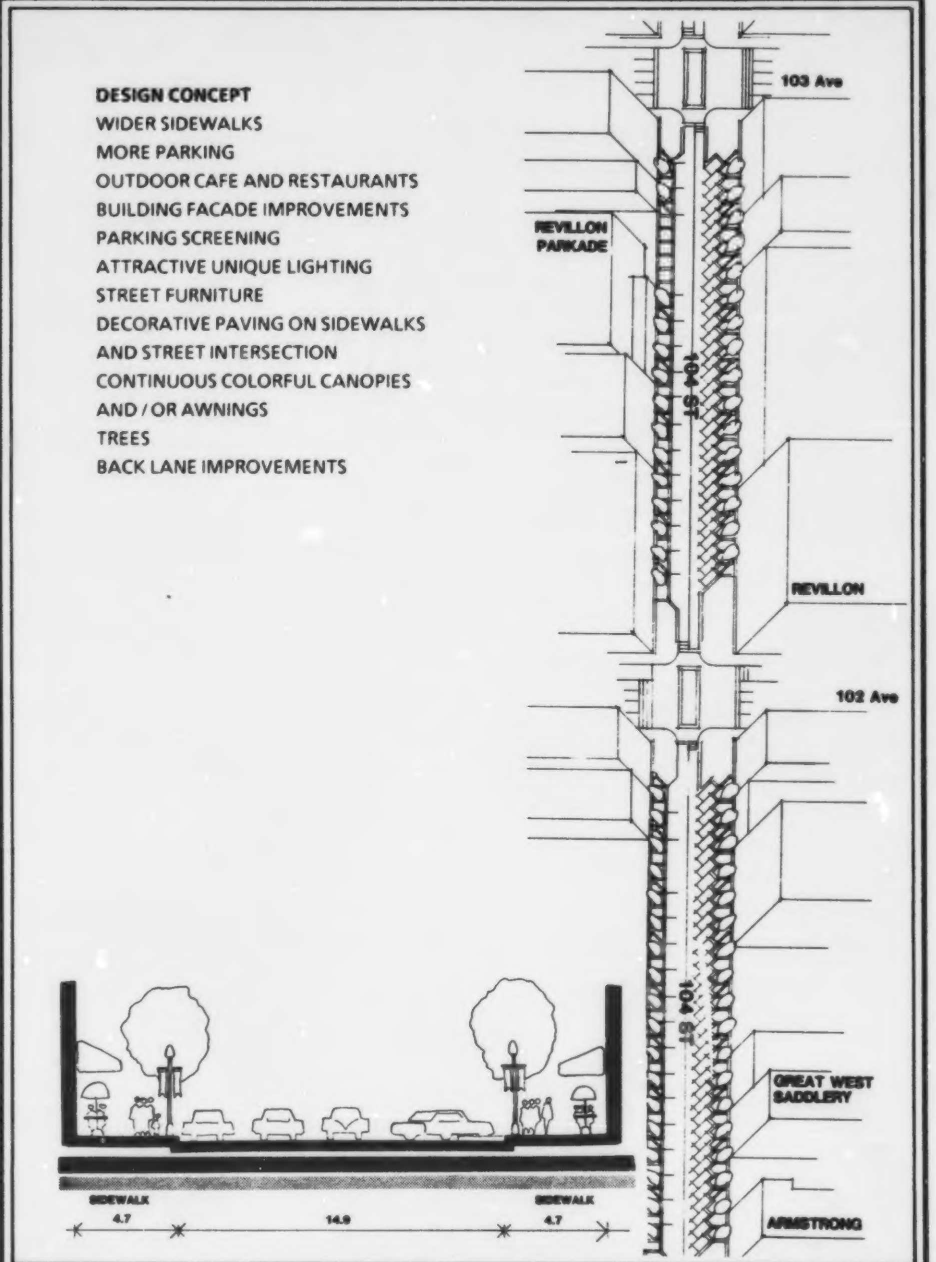

THIS OR THIS
NOT THIS

NOTE : APPLY ON THE ENTIRE STREET

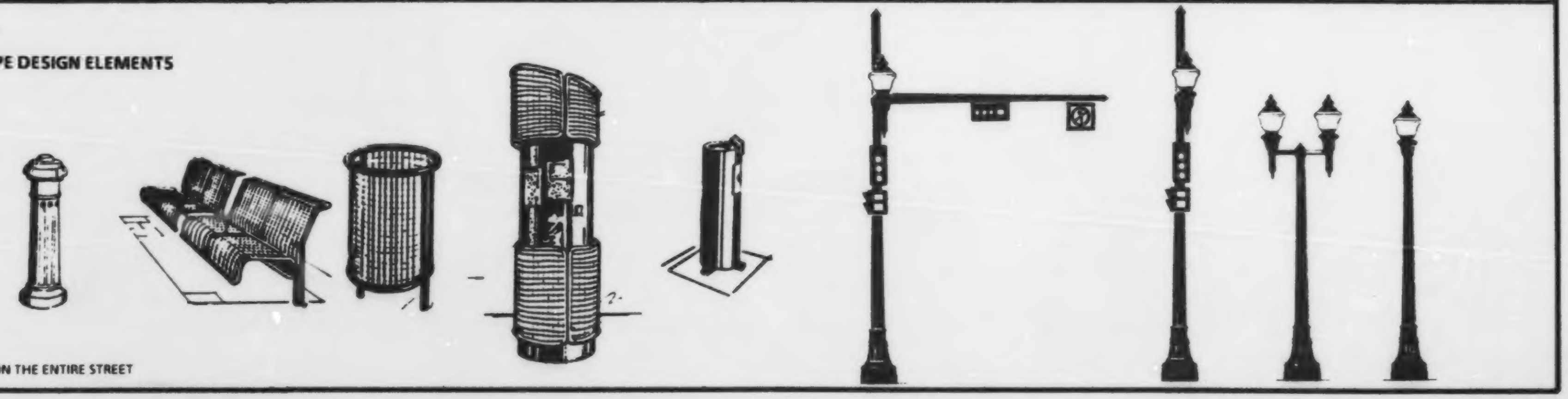
MEANINGFUL TERMINATIONS OR FOCAL POINTS AT STREETS END (T INTERSECTION)


104 STREET
2

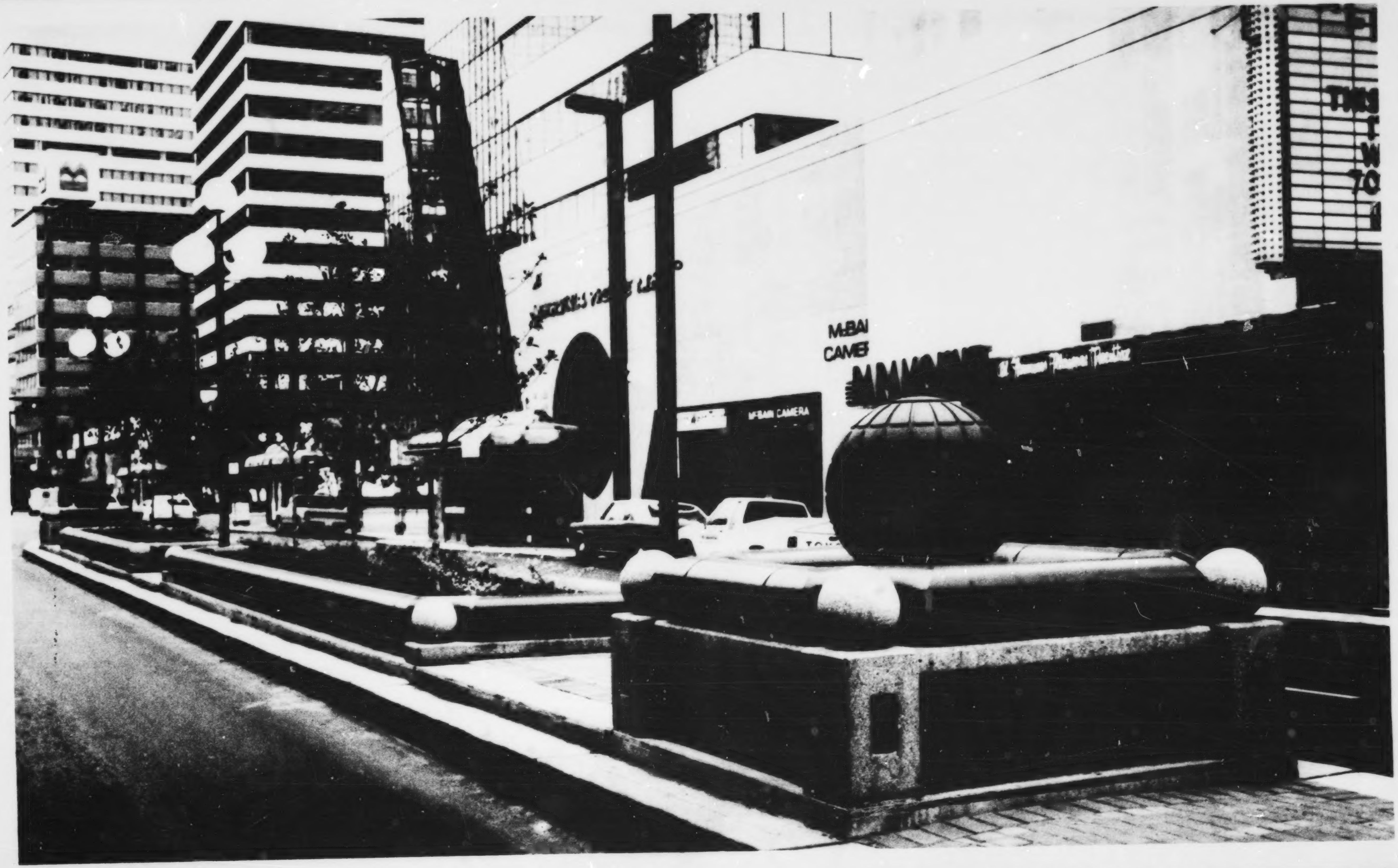
DESIGN CONCEPT
WIDER SIDEWALKS
MORE PARKING
OUTDOOR CAFE AND RESTAURANTS
BUILDING FACADE IMPROVEMENTS
PARKING SCREENING
ATTRACTIVE UNIQUE LIGHTING
STREET FURNITURE
DECORATIVE PAVING ON SIDEWALKS
AND STREET INTERSECTION
CONTINUOUS COLORFUL CANOPIES
AND / OR AWNINGS
TREES
BACK LANE IMPROVEMENTS


103 Ave
REVILLON PARKADE
104 ST
REVILLON
102 Ave
104 ST
GREAT WEST SADDLERY
ARMSTRONG
SIDEWALK
SIDEWALK
4.7
14.9
4.7

104 STREET
STREETSCAPE DESIGN ELEMENTS



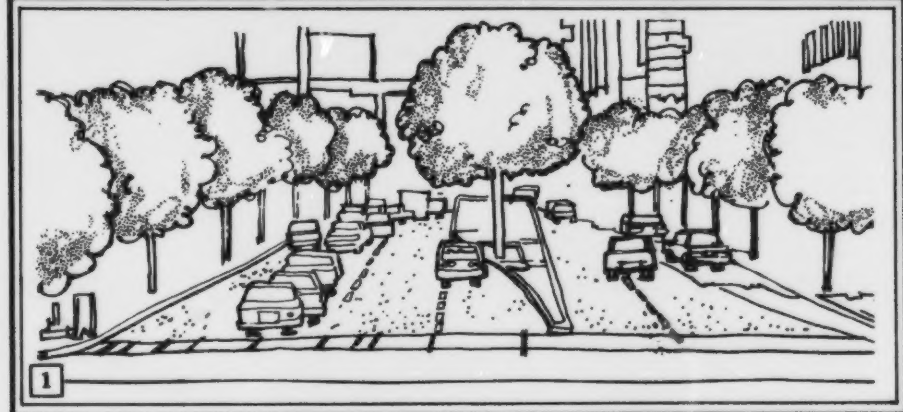
NOTE : APPLY ON THE ENTIRE STREET


McBAI
CAMER
McBAIN CAMERA

4.1.5 JASPER AVENUE

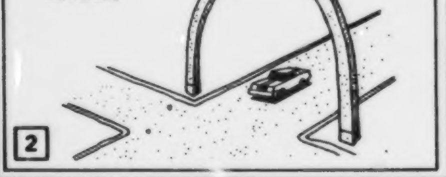
GOAL

To remain the downtown's "main street": an address for shopping and corporate business, a major route downtown for pedestrians, car traffic and transit.

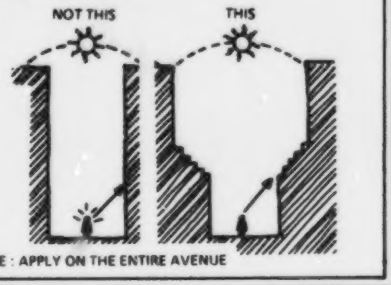


GATE PHYSICALLY EXPRESSED BY :

- NARROWING OR WIDENING THE PATH
- ENCLOSING THE SPACE
- CHANGING LEVELS
- PROVIDING SCULPTURE OR FOUNTAIN
- CONCENTRATING ACTIVITIES

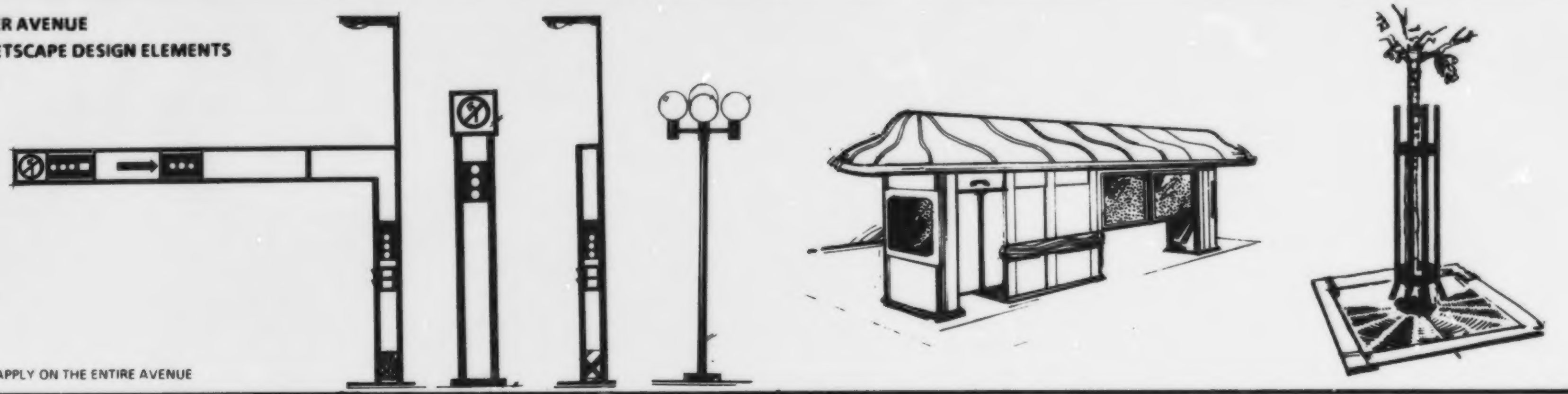


FUTURE DEVELOPMENTS SHOULD MAINTAIN PEDESTRIAN SCALE AND ALLOW FOR SUN PENETRATION ALONG THE STREET

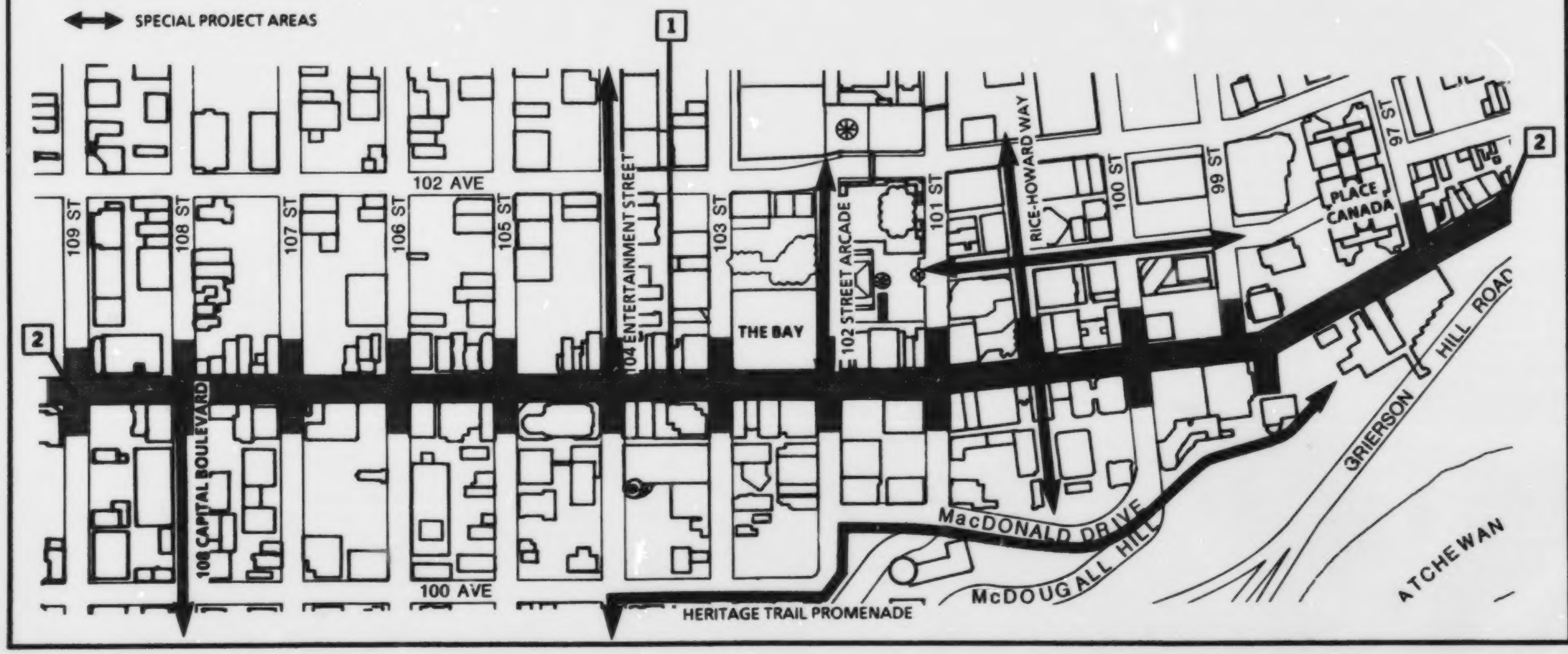

NOT THIS
THIS

NOTE : APPLY ON THE ENTIRE AVENUE

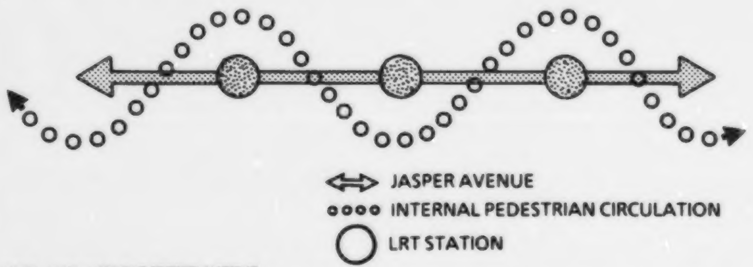
JASPER AVENUE
STREETSCAPE DESIGN ELEMENTS



NOTE : APPLY ON THE ENTIRE AVENUE

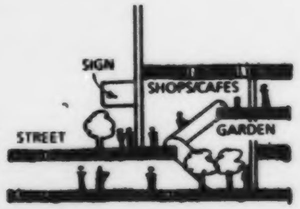

SPECIAL PROJECT AREAS
1
2
2
102 AVE
109 ST
108 ST
107 ST
106 ST
105 ST
104 ENTERTAINMENT STREET
103 ST
102 STREET ARCADE
101 ST
RICE-HOWARD WAY
100 ST
99 ST
97 ST
THE BAY
PLACE CANADA
108 CAPITAL BOULEVARD
100 AVE
MacDONALD DRIVE
McDOUGALL HILL
GRIERSON HILL ROAD
ATCHEWAN
HERITAGE TRAIL PROMENADE

FUTURE DEVELOPMENT SHOULD LINK INTO THE INTERNAL PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE AS MUCH AS POSSIBLE A CONTINUOUS CLIMATE-CONTROLLED ENVIRONMENT PARALLEL TO THE STREET


⇔ JASPER AVENUE
oooo INTERNAL PEDESTRIAN CIRCULATION
○ LRT STATION

NOTE APPLY ON THE ENTIRE AVENUE

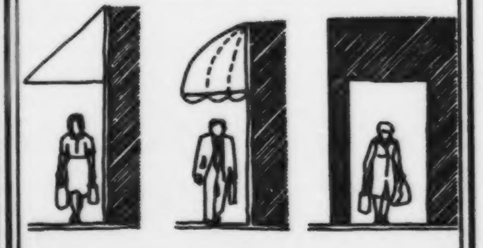
ACCESS TO LRT AND INTERNAL CONNECTIONS - ATRIUM, GALLERIA, ETC.


SIGN
SHOPS/CAFES
STREET
GARDEN

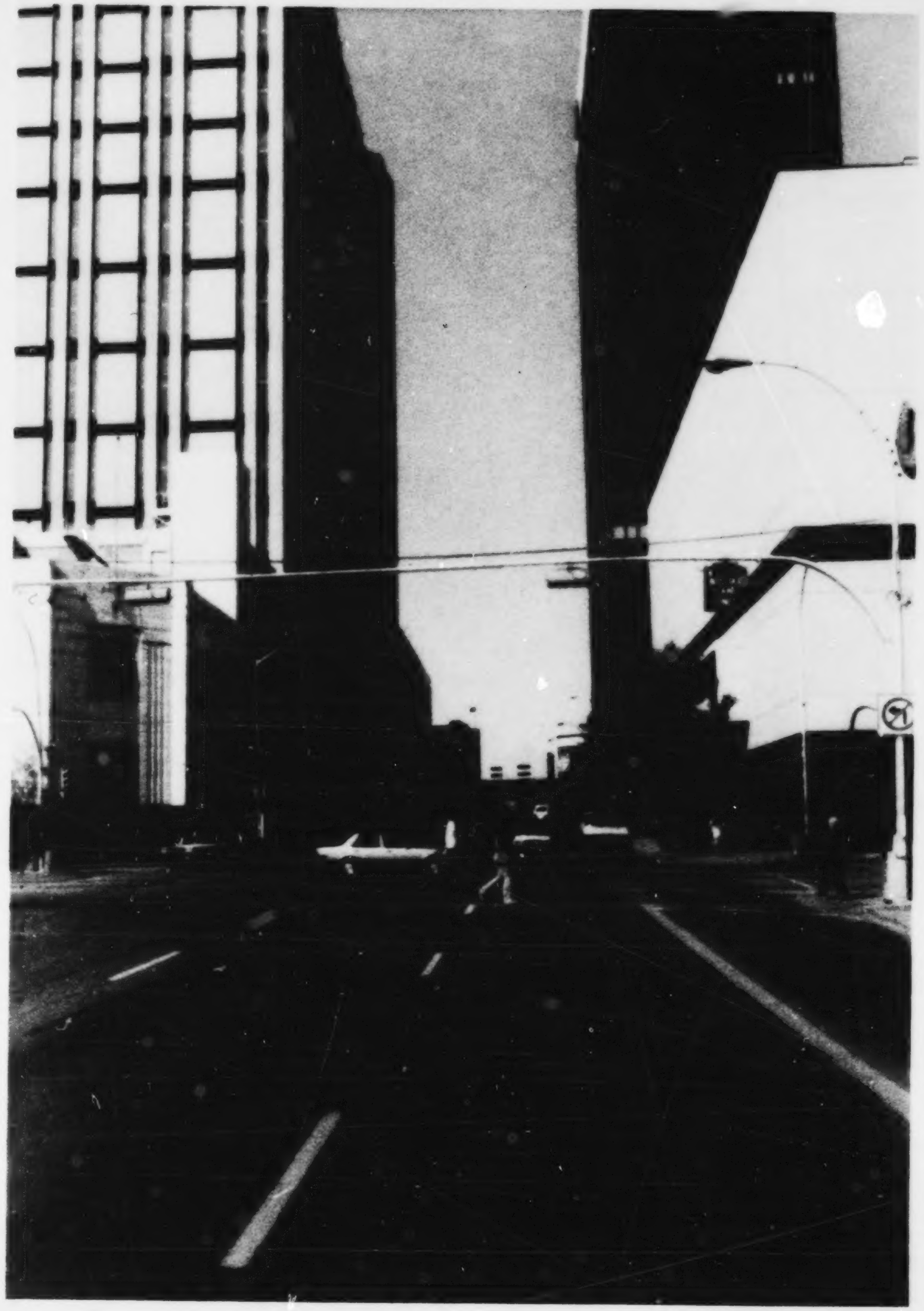
NOTE : APPLY ON THE ENTIRE AVENUE

WEATHER PROTECTION

(CHOICE ACCORDING TO CIRCUMSTANCES)



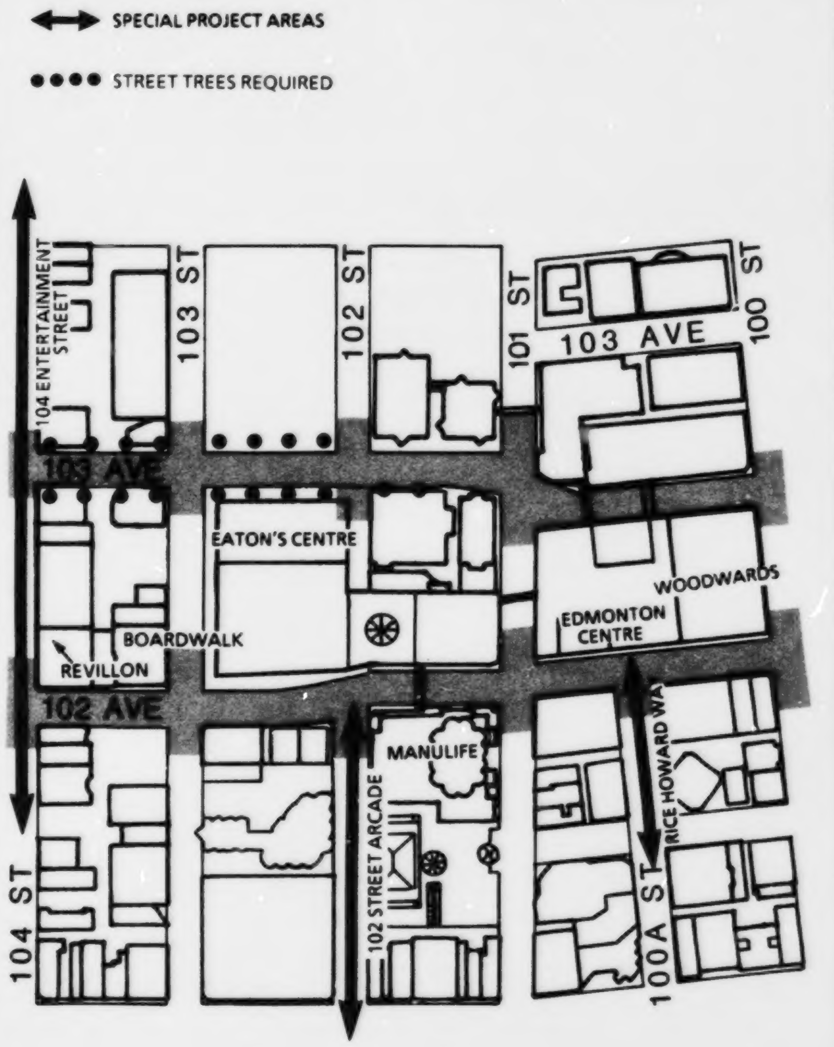
NOTE : APPLY ON THE ENTIRE AVENUE



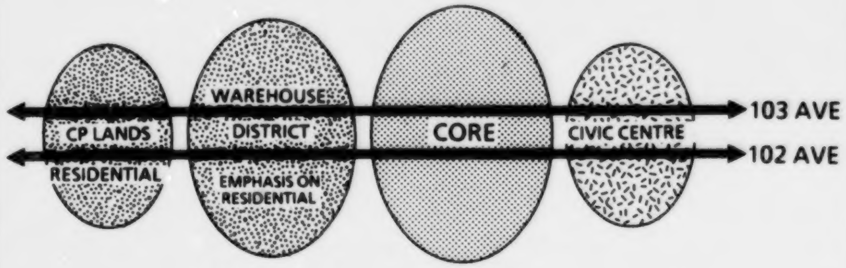
4.1.6 102 AND 103 AVENUES

GOAL

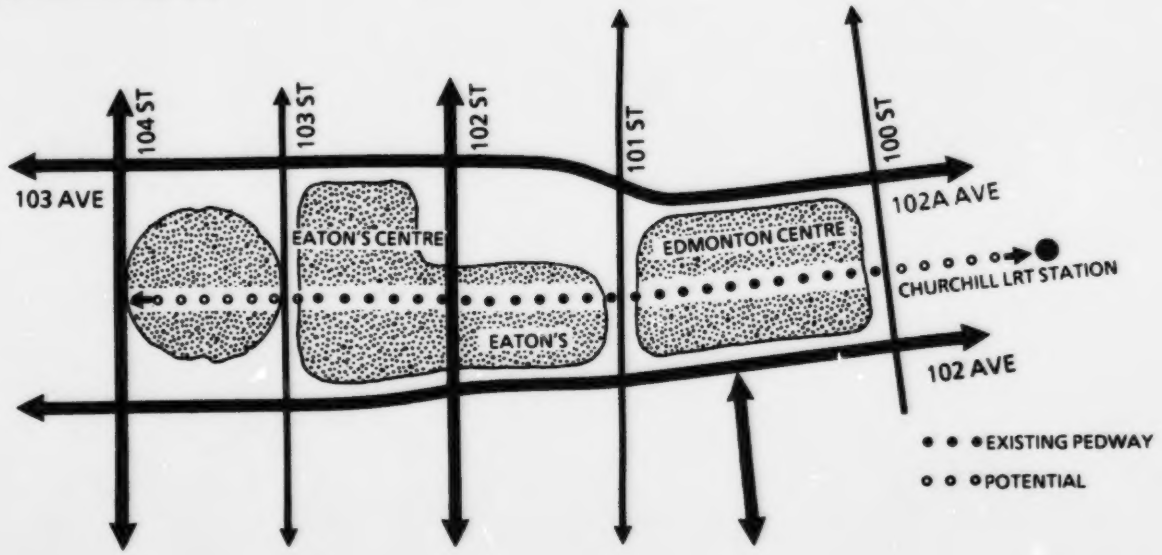
In addition to being major arterials, the two avenues should be upgraded to major pedestrian routes from the proposed neighbourhoods in the CP Lands and Warehouse District to the Downtown Core and the Civic Centre.


SPECIAL PROJECT AREAS
●●●● STREET TREES REQUIRED
104 ENTERTAINMENT STREET
103 ST
102 ST
101 ST
100 ST
103 AVE
103 AVE
EATON'S CENTRE
WOODWARDS
EDMONTON CENTRE
BOARDWALK
REVILLON
102 AVE
MANULIFE
102 STREET ARCADE
RICE HOWARD WAY
100A ST
104 ST

POTENTIAL MAJOR PEDESTRIAN ROUTES ON 102 AND 103 AVENUES


CP LANDS
RESIDENTIAL
WAREHOUSE
DISTRICT
EMPHASIS ON RESIDENTIAL
CORE
CIVIC CENTRE
103 AVE
102 AVE

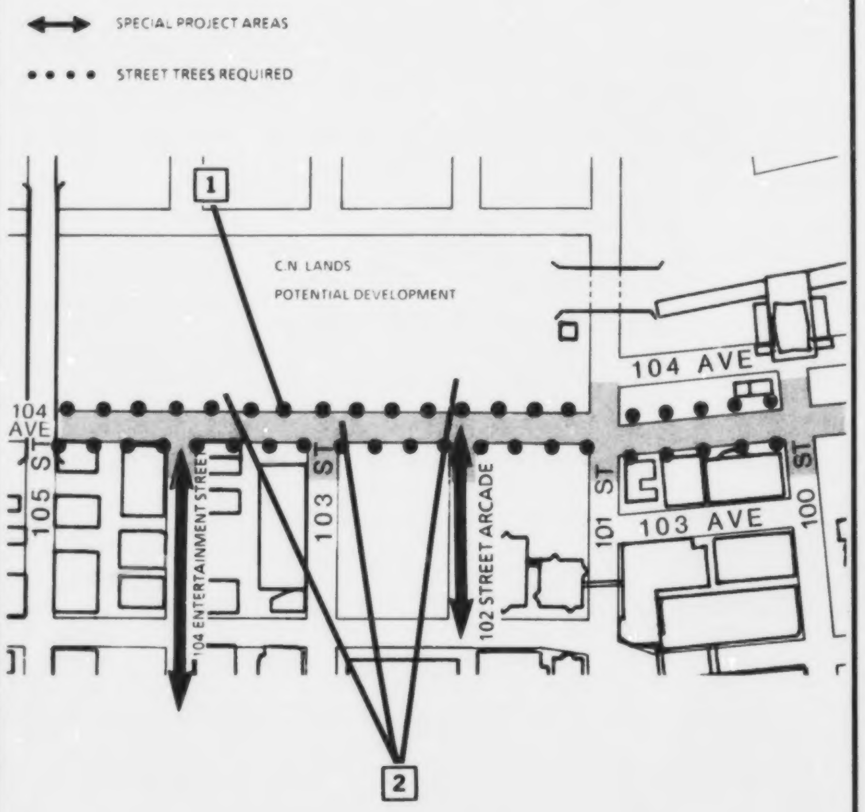
EXCELLENT OPPORTUNITIES TO LINK CHURCHILL LRT STATION TO 102 COVERED STREET AND 104 ENTERTAINMENT STREET THROUGH AN ATTRACTIVE CLIMATE CONTROLLED ENVIRONMENT BY USE OF PEDWAY EXTENSION


104 ST
103 ST
102 ST
101 ST
100 ST
103 AVE
102A AVE
EATON'S CENTRE
EATON'S
EDMONTON CENTRE
CHURCHILL LRT STATION
102 AVE
● ● ● EXISTING PEDWAY
○ ○ ○ POTENTIAL

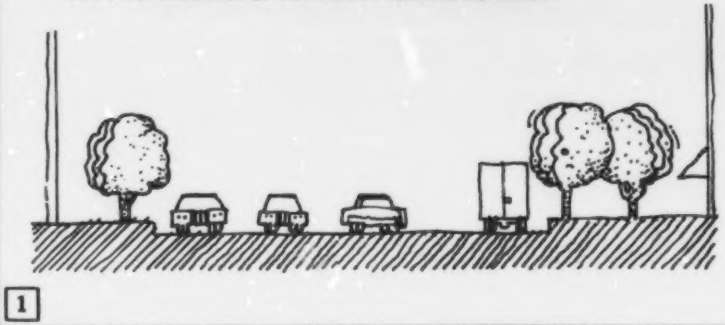
4.1.7 104 AVENUE

GOAL

To be developed as a grand boulevard, which defines both the extent and northern front of the Retail Core, which serves as an appropriate and attractive introduction to it, and which provides a high degree of public amenity for a community residential population north, east and west of the Retail Core.

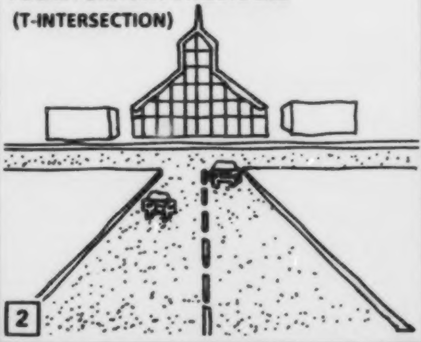

↔ SPECIAL PROJECT AREAS
• • • • STREET TREES REQUIRED
1
C.N. LANDS
POTENTIAL DEVELOPMENT
104 AVE
104 AVE
105 ST
104 ENTERTAINMENT STREET
103 ST
102 STREET ARCADE
101 ST
103 AVE
100 ST
2

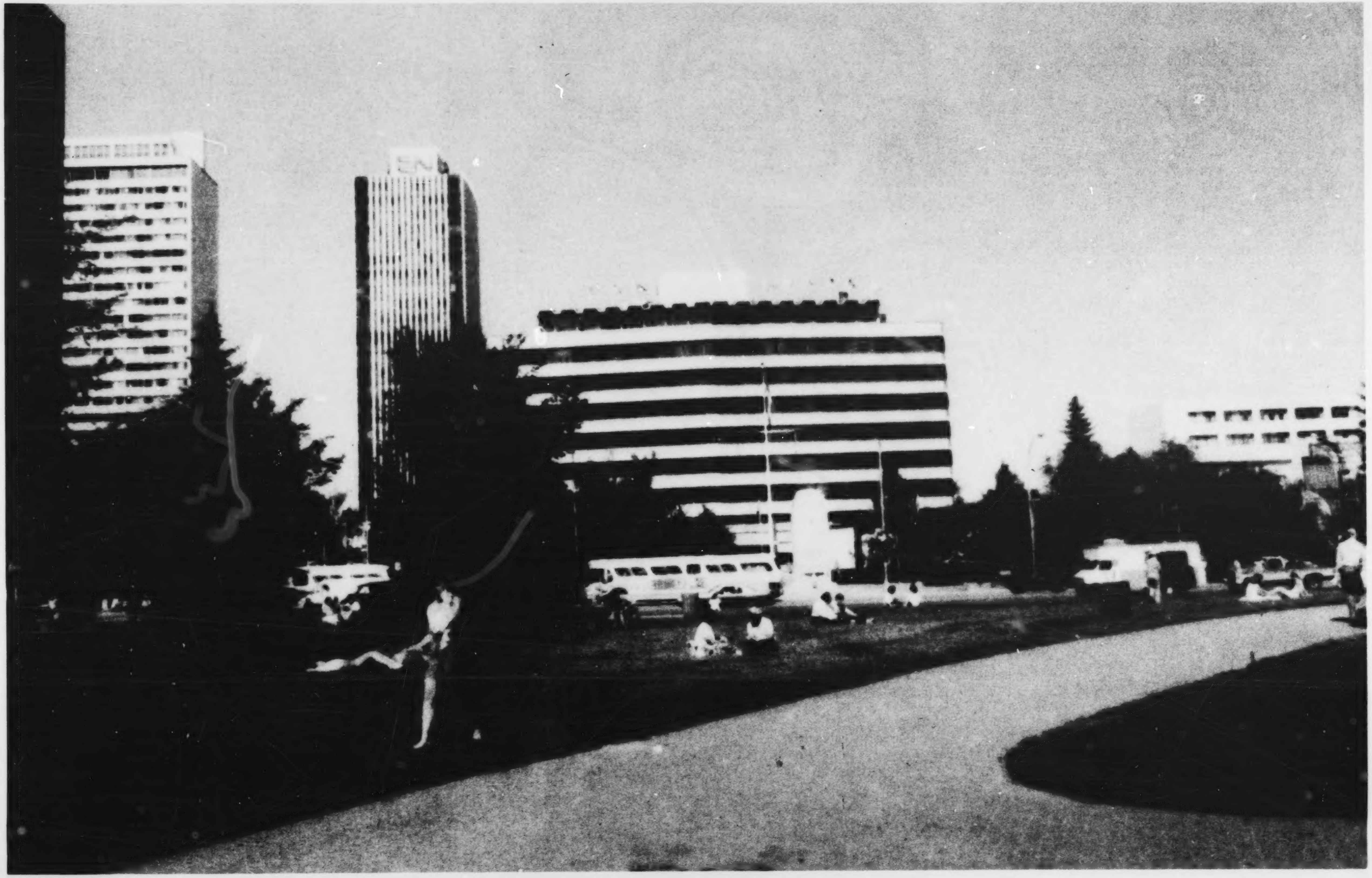
BOULEVARD TREATMENT AND TREE PLANTING TO REDUCE THE VISUAL IMPACT OF THE HEAVY TRAFFIC ROADWAY



C.N. LANDS
POTENTIAL DEVELOPMENT

MEANINGFUL TERMINATIONS OR FOCAL POINTS AT STREETS END (T-INTERSECTION)



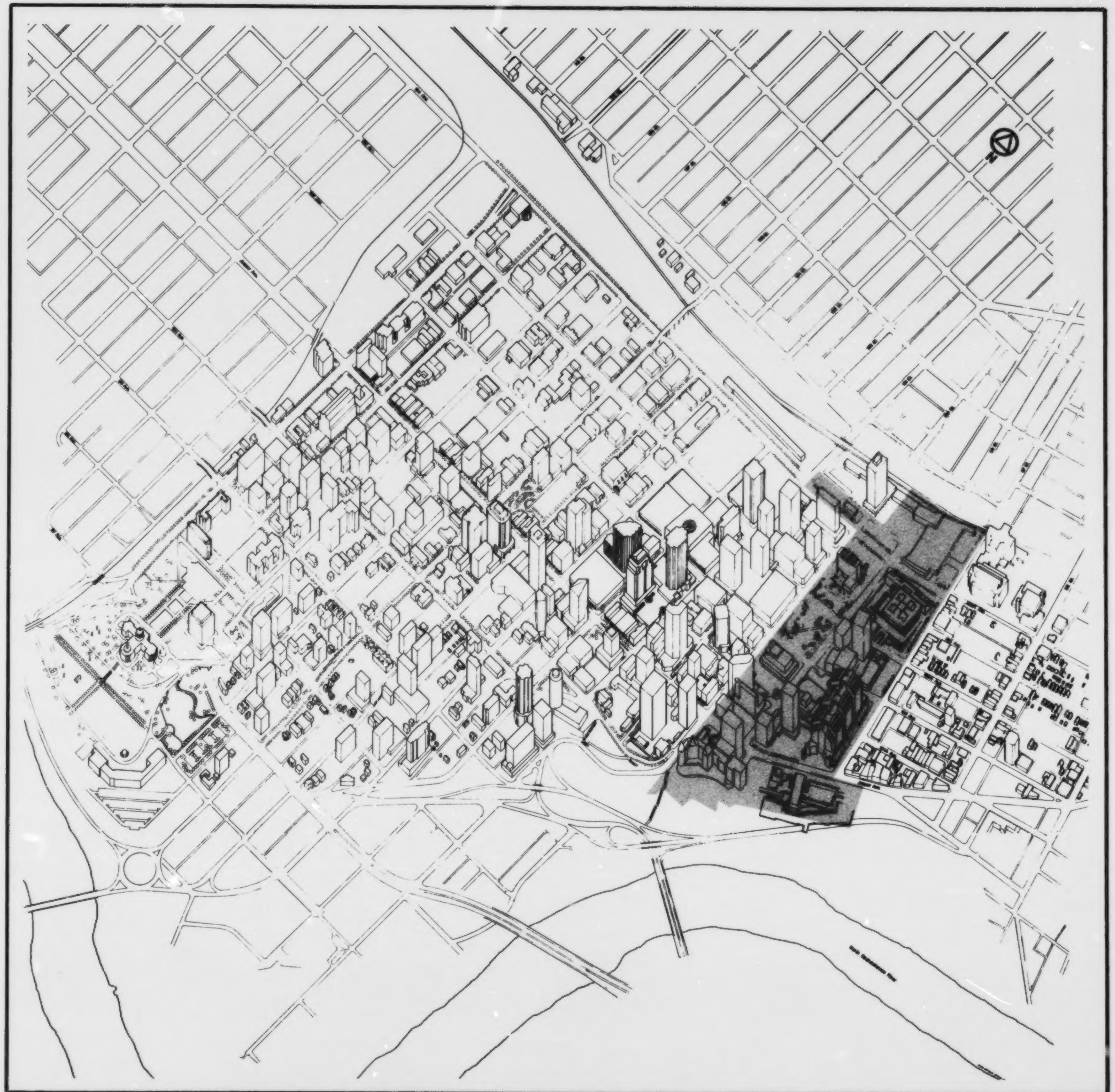


CN

4.2 CIVIC CENTRE

GOAL

The Civic Centre streets should remain predominantly fronted by large scale public buildings. The public environment is to be memorable for its well defined formality and cultural expression.



BUILT FORM AND FRONTAGE

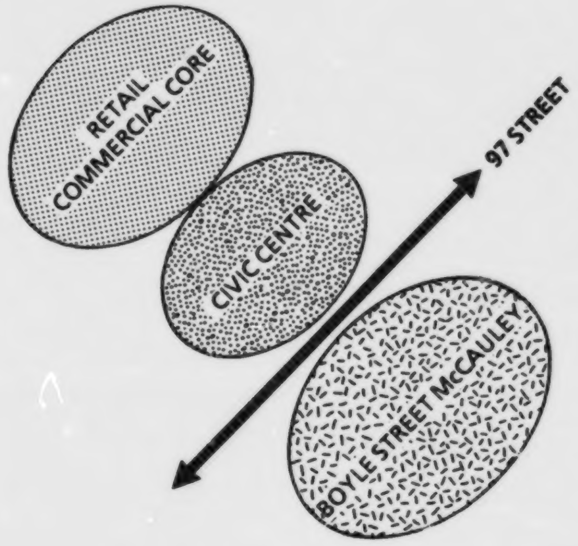
ISSUES

DESIGN PRINCIPLES

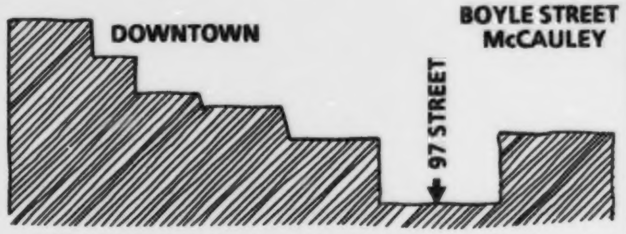
1. SCALE TRANSITION

The human scale of the eastern end of the Civic Centre precinct is an important asset. One of this area's few remaining amenities is the spatial relief it offers from the towers in the more westerly areas of downtown.

SCALE TRANSITION


RETAIL COMMERCIAL CORE
CIVIC CENTRE
BOYLE STREET McCAULEY
97 STREET

SCALE TRANSITION


DOWNTOWN
BOYLE STREET McCAULEY
97 STREET

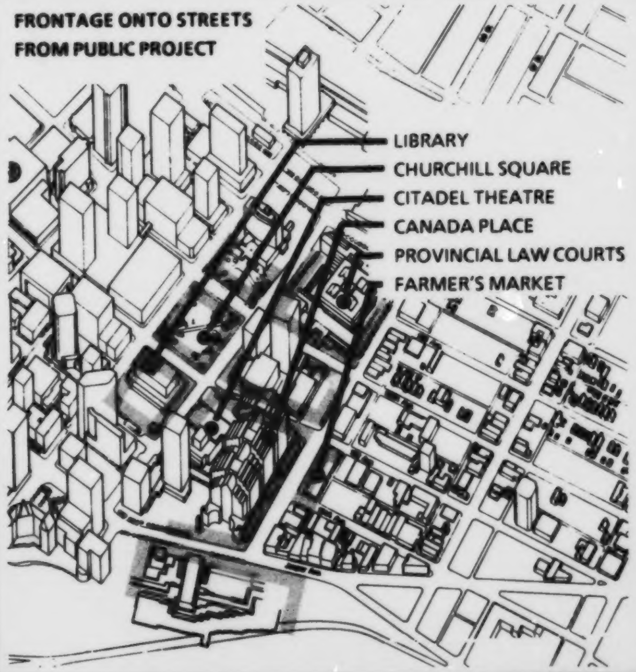
1. SCALE TRANSITION

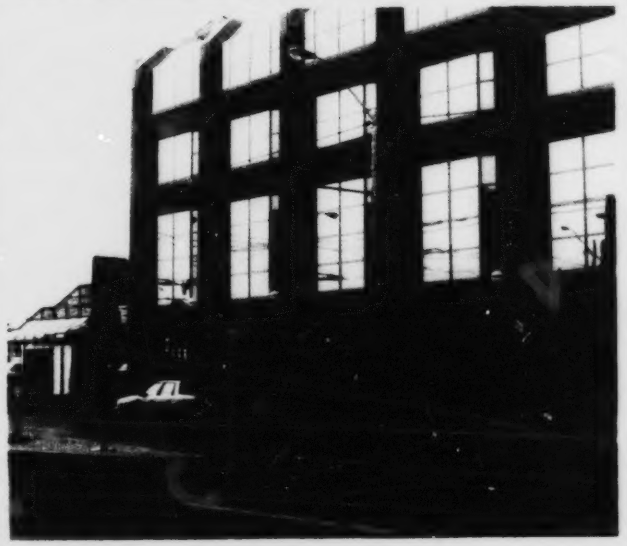
Ensure that the desirable transition in scale is evident at the edge of this precinct, using 97 Street as the north-south seam in the development form.

2. PUBLIC FRONTAGE

The public sector will be responsible for much of the development in this precinct and will thus play a major role in the definition, character and attraction of the streets. The accompanying drawing shows how much frontage in this precinct is directly influenced by public projects.

FRONTAGE ONTO STREETS FROM PUBLIC PROJECT


LIBRARY
CHURCHILL SQUARE
CITADEL THEATRE
CANADA PLACE
PROVINCIAL LAW COURTS
FARMER'S MARKET



2. PUBLIC FRONTAGE

Each project in which the City has direct involvement should be closely examined in terms of its contribution to the vitality and interest of surrounding streets. Lower floors of new developments should be strongly articulated by canopies, roof lines, etc. to create visual interest and a human scale.

BUILT FORM AND FRONTAGE

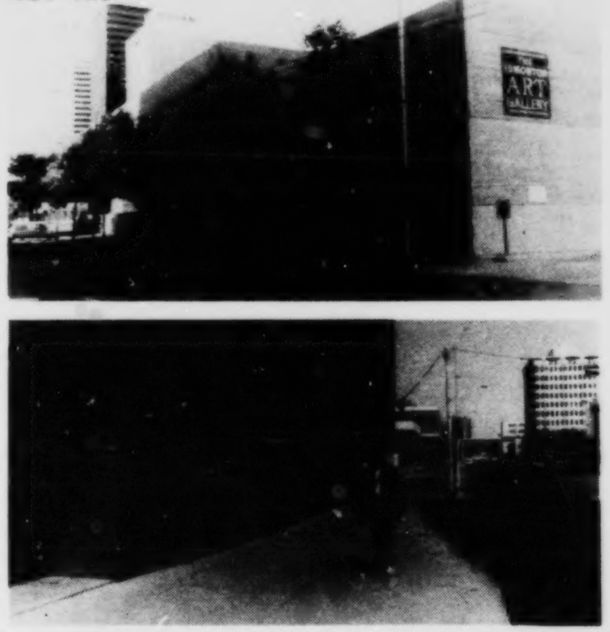
ISSUES

DESIGN PRINCIPLES

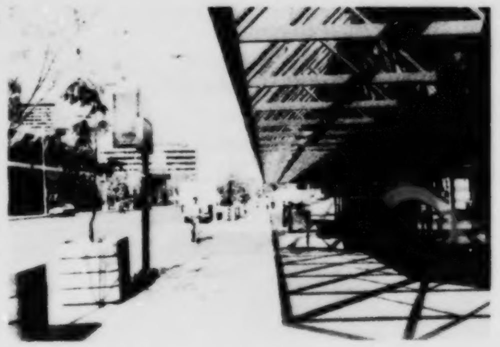
3. RETAIL/AMENITY AREA

Many recent projects have detracted from the ambience of the precinct by failing to offer frontage which is immediate to the sidewalk and/or which recognizes and appeals to the person on foot. The configuration and quality of frontage in this precinct is as important as that in the Retail Core.

NOT THIS



THIS



3. RETAIL/AMENITY AREA

(A) New development within the precinct should be built to consistent setback lines to create an immediate and cohesive street wall and enclosure for the pedestrian space.

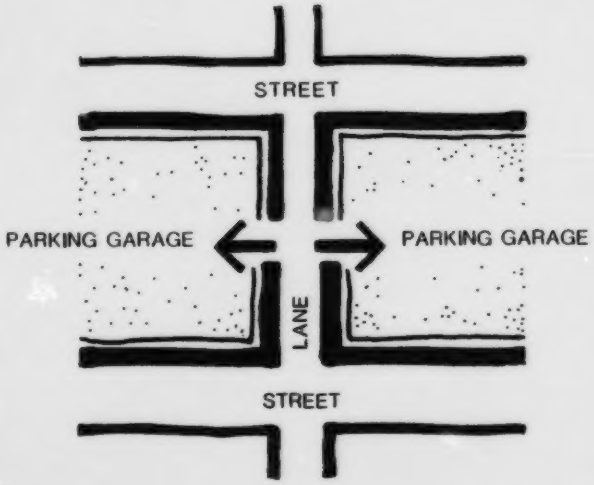
(B) Building frontage should recognize the pedestrian by developing ground floor levels with as much public space as possible and with views and access to internal spaces.

4. PARKING GARAGES AND VEHICLE ACCESS

Large scale redevelopment projects add to the vitality of the downtown. However, some recent development projects have reduced the intricacy and interest of the street pattern by altering the original street plan to larger blocks lined with superscaled and intimidating buildings with obtrusive forms of vehicle access on downtown streets.

NOT THIS

THIS



4. PARKING GARAGES AND VEHICLE ACCESS

(A) Future projects should maintain or increase the spatial diversity of precinct streets by ensuring that internal circulation is developed, and used as a continuation of the greater public street network.

(B) Vehicle access should be restricted to conventional lane locations.

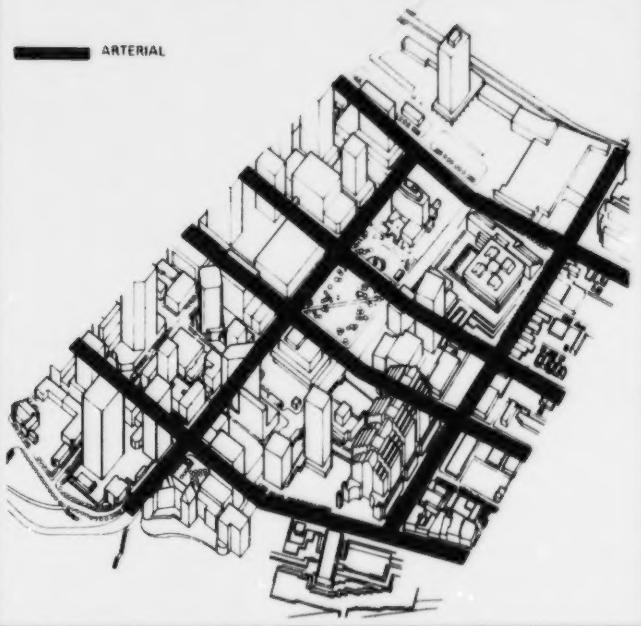
TRANSPORTATION AND THE PEDESTRIAN ENVIRONMENT

ISSUES

1. PEDESTRIAN PRIORITY

All streets in the precinct are designated and treated as major arterials except for 99 Street and 101A Avenue.

TRANSPORTATION ROAD HIERARCHY



DESIGN PRINCIPLES

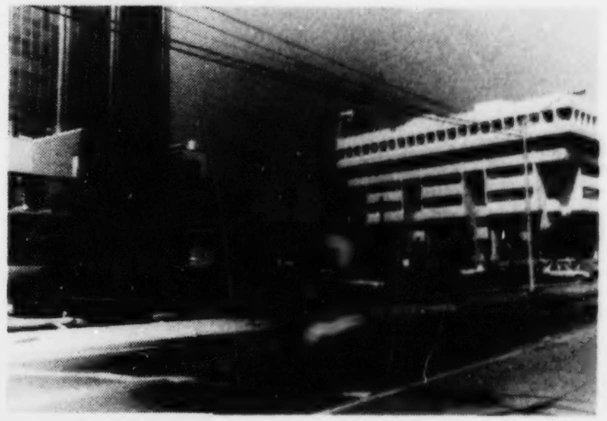
1. PEDESTRIAN PRIORITY

(A) Each street in the precinct should be treated not just as a traffic arterial but also as a primary focus of pedestrian activity. Streets must be safe, convenient and attractive for pedestrians.

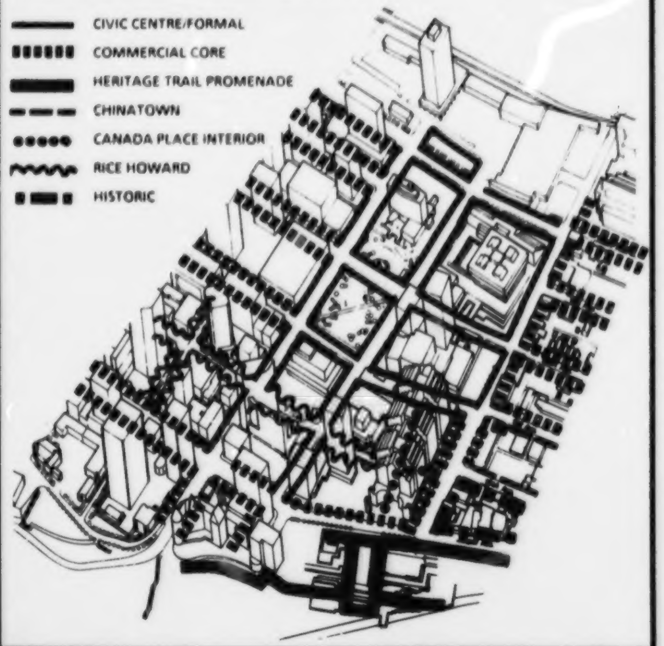
(B) Streets with a small role to play in the transportation network should be redesigned to give physical priority to the pedestrian. 99 Street offers an opportunity for development as a street of public art.

2. PEDESTRIAN ENVIRONMENT

The pedestrian environment along streets in the precinct is undistinguished, and gives no sense of civic pride.



PUBLIC ENVIRONMENT CHARACTER


CIVIC CENTRE/FORMAL
COMMERCIAL CORE
HERITAGE TRAIL PROMENADE
CHINATOWN
CANADA PLACE INTERIOR
RICE HOWARD
HISTORIC

2. PEDESTRIAN ENVIRONMENT

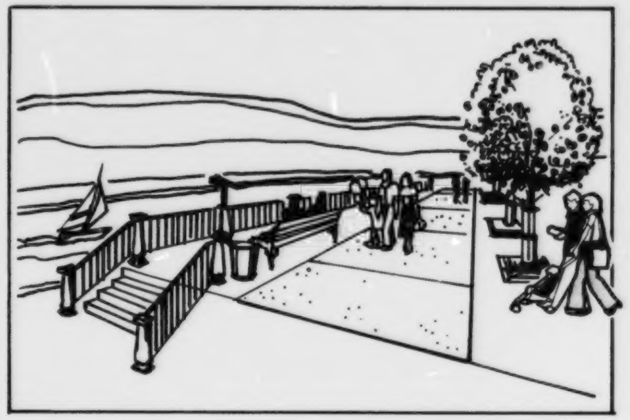
Development should contribute to the improvement of the quality of the pedestrian environment by giving attention to the construction and details of sidewalk paving, lighting, street furniture and planting.

TRANSPORTATION AND THE PEDESTRIAN ENVIRONMENT

ISSUES

3. ACCESS TO THE RIVER

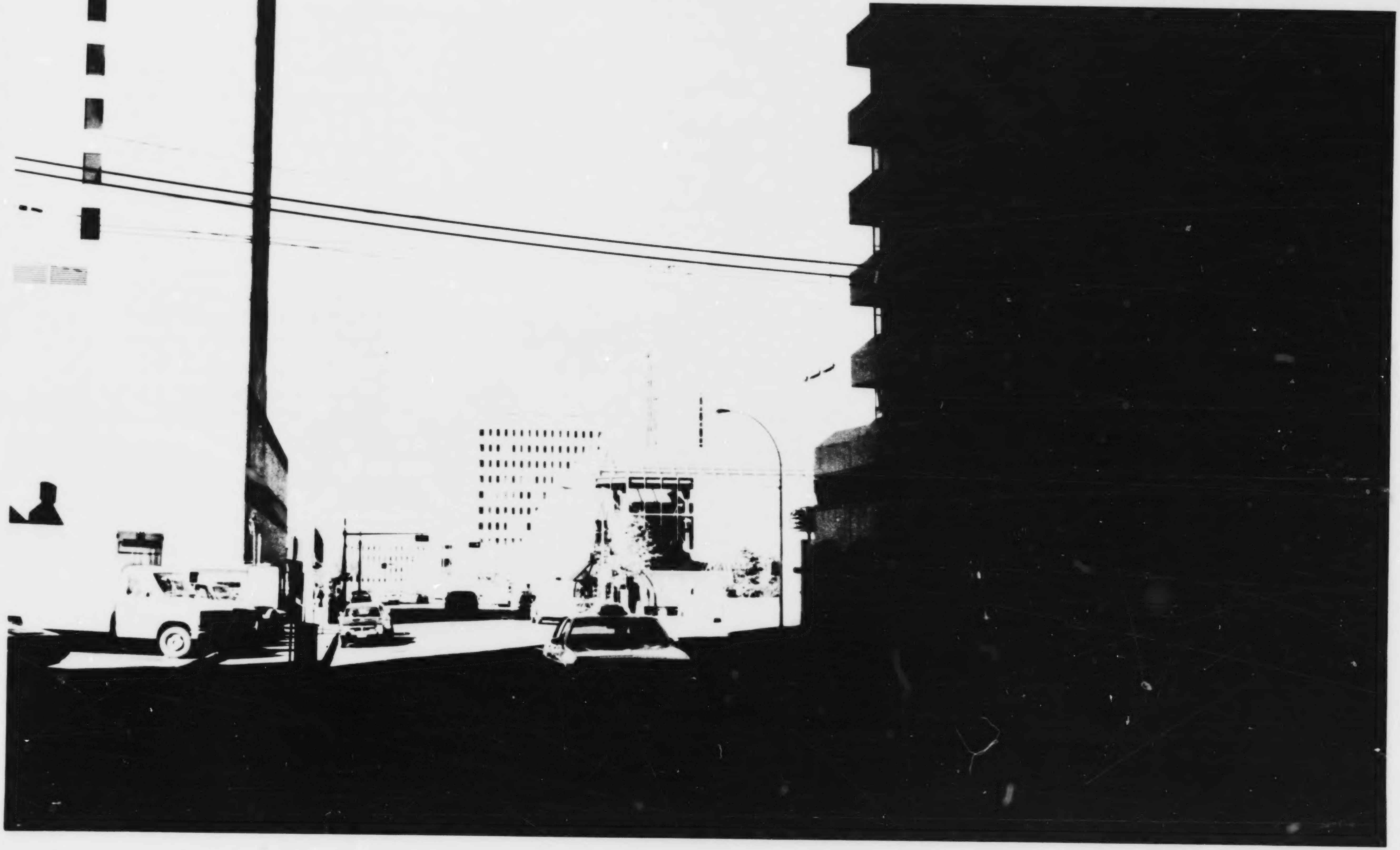
The visual and functional pedestrian access to the River Valley is limited. This precinct has the advantage of being closer and potentially better linked to the River Valley than any other area of downtown.



DESIGN PRINCIPLES

3. ACCESS TO THE RIVER

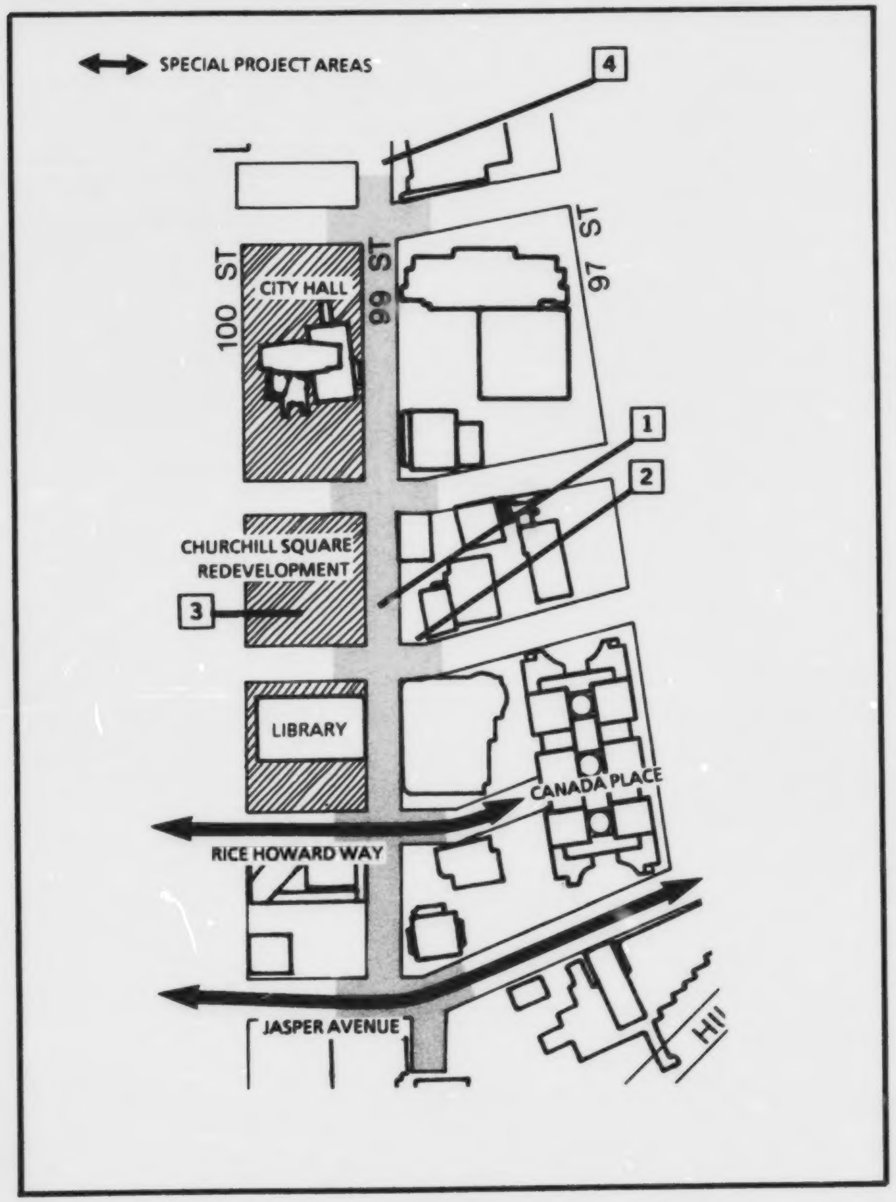
Pedestrian access to the valley should be improved by increasing the number of connecting walks, giving views and amenity spaces.

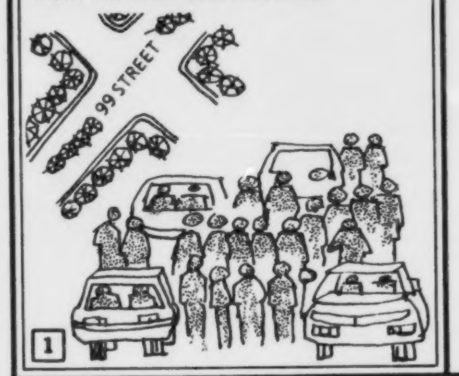


4.2.1 99 STREET

GOAL

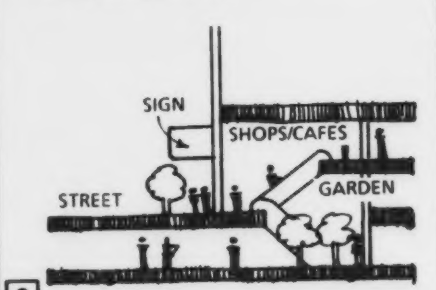
A minor traffic route; it should be developed as a cultural street, a street of public art with a major role in the Civic Centre precinct.


SPECIAL PROJECT AREAS
4
100 ST
CITY HALL
99 ST
97 ST
1
2
CHURCHILL SQUARE REDEVELOPMENT
3
LIBRARY
CANADA PLACE
RICE HOWARD WAY
JASPER AVENUE
HI



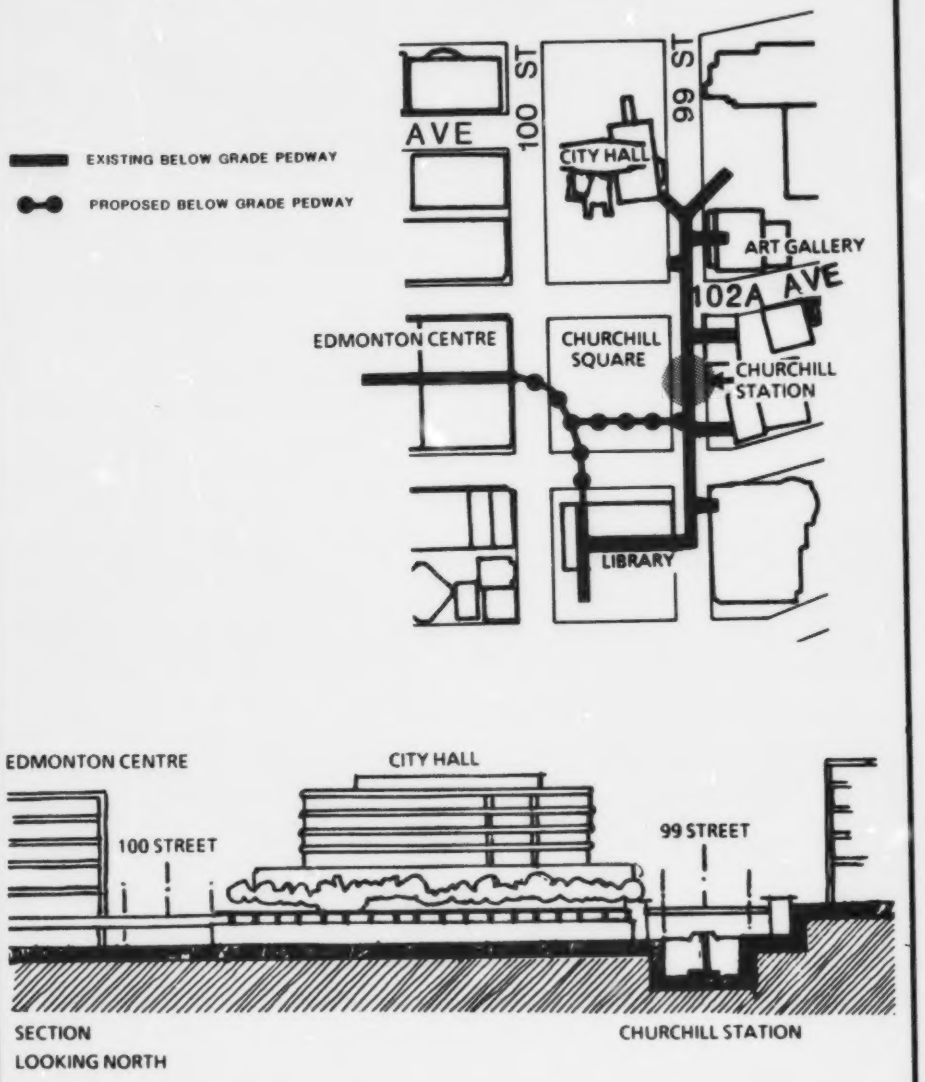
MORE EMPHASIS ON PEDESTRIAN

1


SIGN
SHOPS/CAFES
STREET
GARDEN

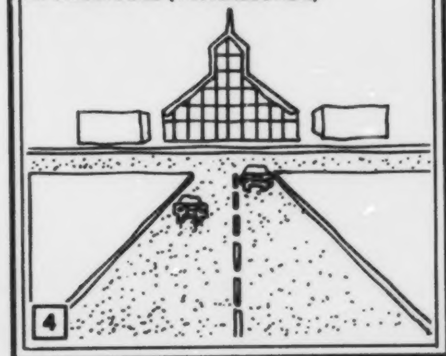
ACCESS TO LRT AND INTERNAL CONNECTIONS - ATRIUM, GALLERIA, ETC.

2


EXISTING BELOW GRADE PEDWAY
PROPOSED BELOW GRADE PEDWAY
AVE
100 ST
99 ST
CITY HALL
ART GALLERY
102A AVE
EDMONTON CENTRE
CHURCHILL SQUARE
CHURCHILL STATION
LIBRARY
EDMONTON CENTRE
CITY HALL
100 STREET
99 STREET
SECTION LOOKING NORTH
CHURCHILL STATION

POTENTIAL BELOW GRADE PEDWAY CONNECTION BETWEEN EDMONTON CENTRE (WOODWARDS), LIBRARY AND CHURCHILL STATION

3



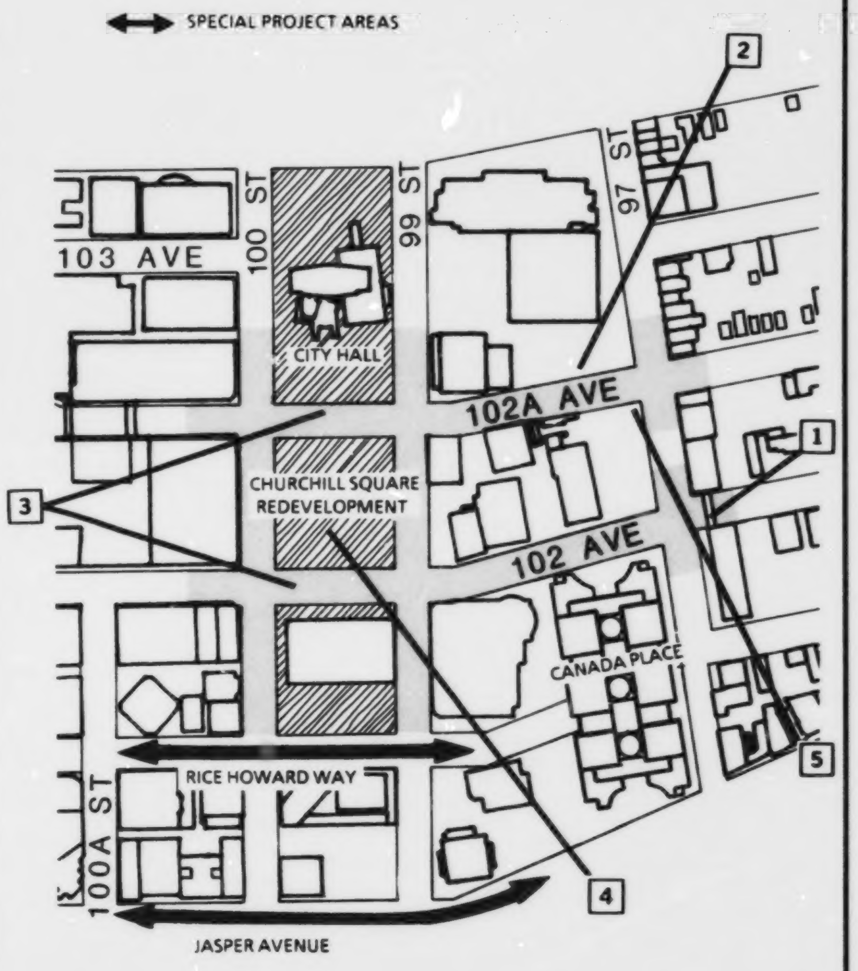
MEANINGFUL TERMINATIONS OR FOCAL POINTS AT STREETS END (T INTERSECTION)

4

4.2.2 102 AND 102A AVENUES

GOAL

An important pedestrian route between the Civic Centre and Boyle Street/McCauley area, making the transition from civic scale to a smaller commercial/residential scale. The two avenues should be attractive to pedestrians, they should reflect the formal character of the Civic Centre.

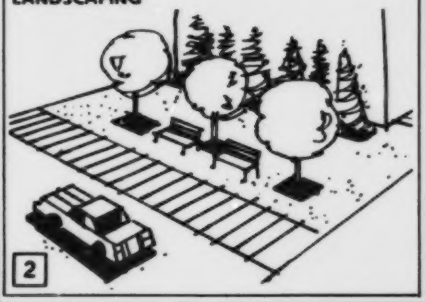

SPECIAL PROJECT AREAS
103 AVE
100 ST
99 ST
97 ST
CITY HALL
102A AVE
CHURCHILL SQUARE REDEVELOPMENT
102 AVE
CANADA PLACE
RICE HOWARD WAY
100A ST
JASPER AVENUE
1
2
3
4
5

Chinatown Entrance Gate

97 ST · 102 AVE

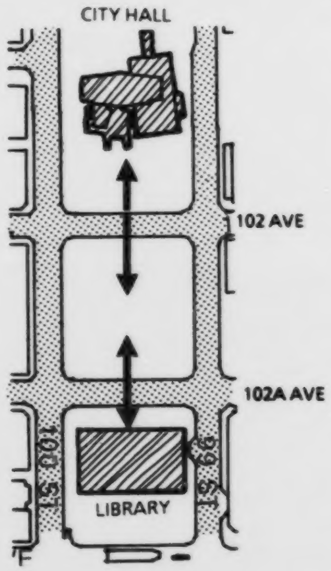
1

LAW COURT PLAZA PROVIDES OPPORTUNITY TO BE AESTHETICALLY AND FUNCTIONALLY UPGRADED WITH EXTENSIVE FORMAL LANDSCAPING



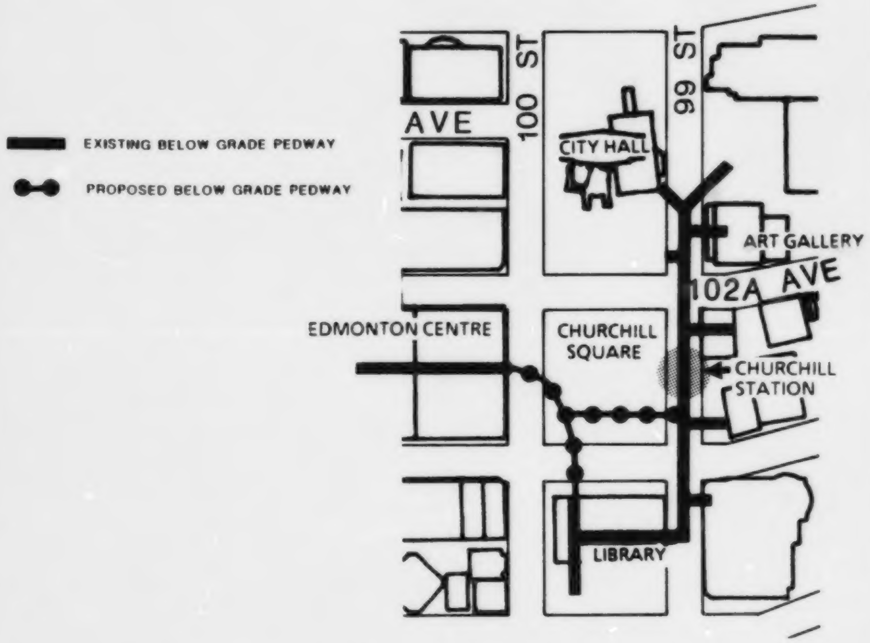
2

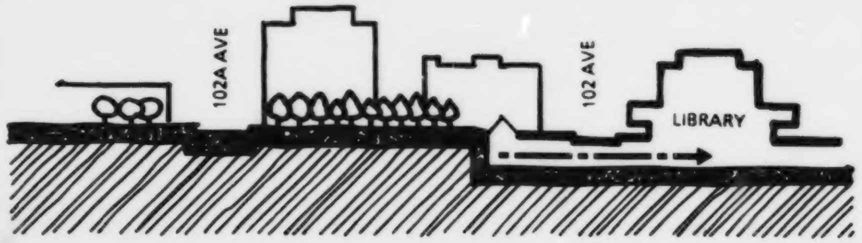
THE VISUAL AND PHYSICAL RELATIONSHIP BETWEEN CHURCHILL SQUARE, CITY HALL AND THE LIBRARY TO BE IMPROVED BY REDUCING THE IMPACT OF THE ROADWAY


CITY HALL
102 AVE
102A AVE
100 ST
99 ST
LIBRARY

3

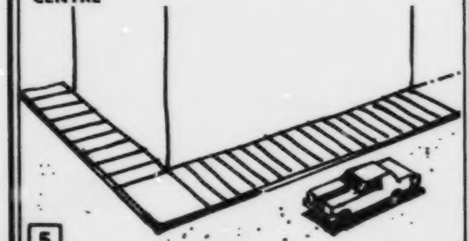
POTENTIAL BELOW GRADE PEDWAY CONNECTION BETWEEN EDMONTON CENTRE (WOODWARDS), LIBRARY AND CHURCHILL STATION


EXISTING BELOW GRADE PEDWAY
PROPOSED BELOW GRADE PEDWAY
AVE
100 ST
99 ST
CITY HALL
ART GALLERY
102A AVE
EDMONTON CENTRE
CHURCHILL SQUARE
CHURCHILL STATION
LIBRARY


102A AVE
102 AVE
LIBRARY

4 SECTION LOOKING EAST

FUTURE DEVELOPMENT SHOULD FRONT THE STREET AT THE PROPERTY LINE TO REINFORCE THE STREET GRID AND ESTABLISH THE CORNER AT 97 STREET AS THE ENTRANCE TO THE CIVIC CENTRE



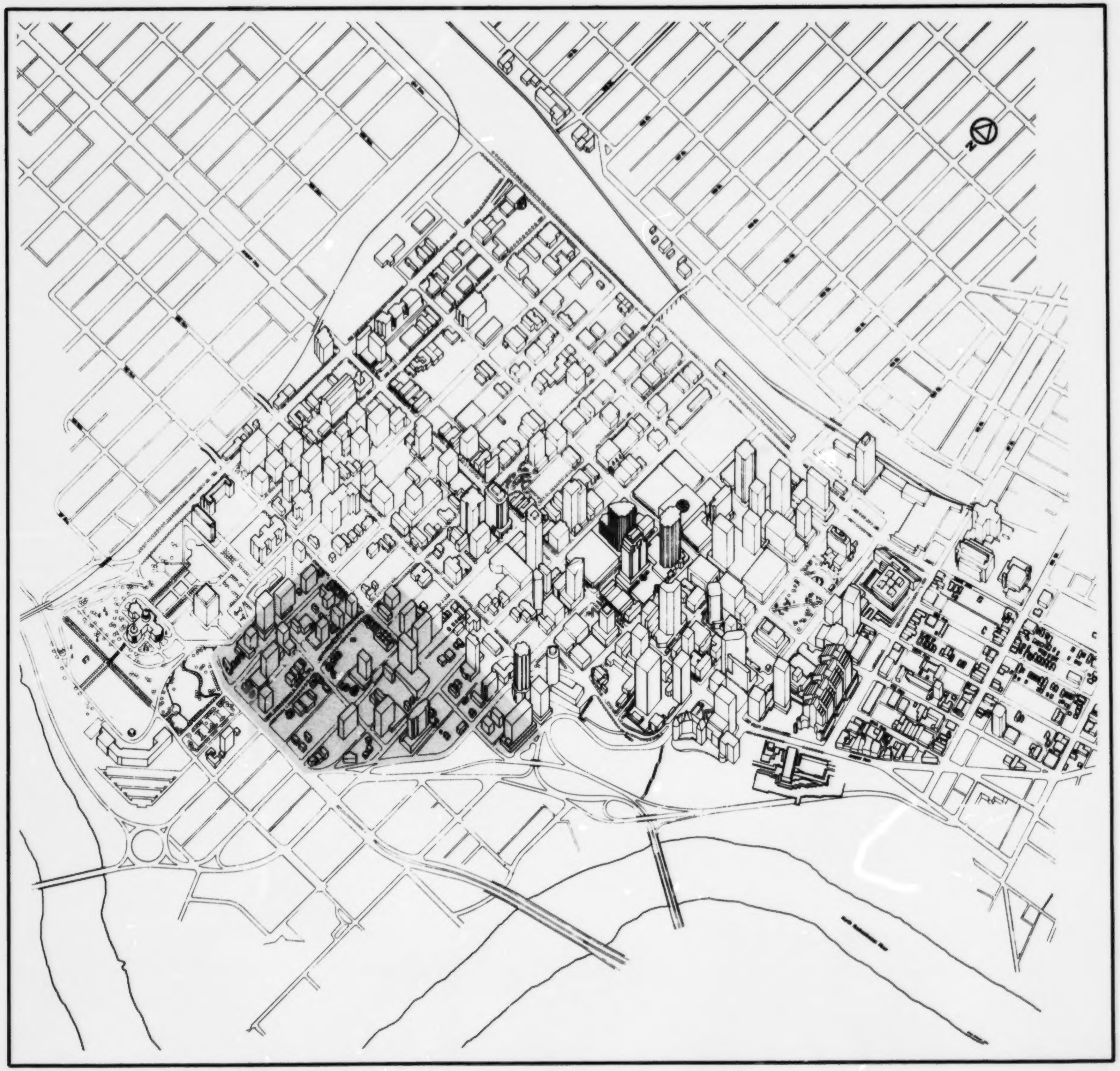
5

4.3 McKAY AVENUE NEIGHBOURHOOD

(McKay Avenue Area & Mixed-Use Area V)

GOAL

The McKay Avenue streets should offer a sense of community, and security through development that ensures a sense of enclosure, "address" and a public environment that respects the topography.

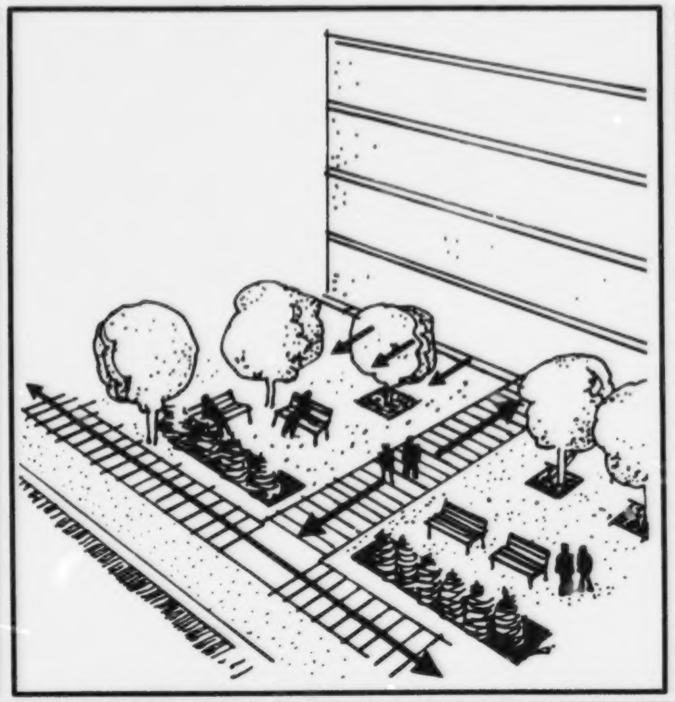


BUILT FORM AND STREET FRONTAGE

ISSUES

1. PUBLIC/SEMI PUBLIC OPEN SPACE

Public or semi-public open space which results from building setbacks should be "useful". That is, it must provide some specific benefit to the public using the street and/or to the occupants of the building.



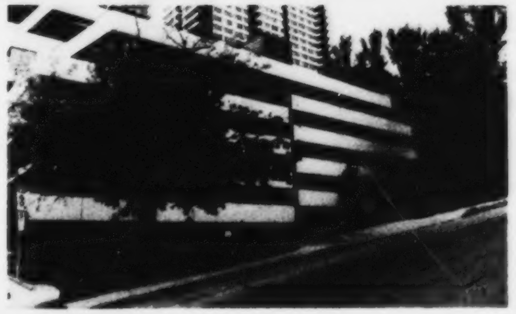
DESIGN PRINCIPLES

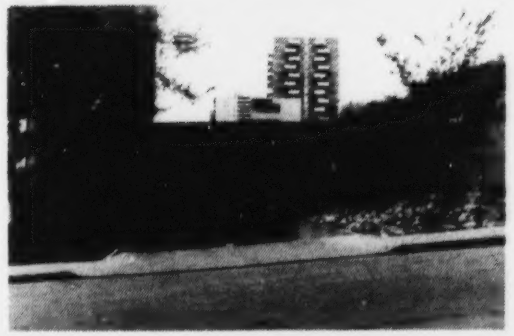
1. PUBLIC/SEMI PUBLIC OPEN SPACE

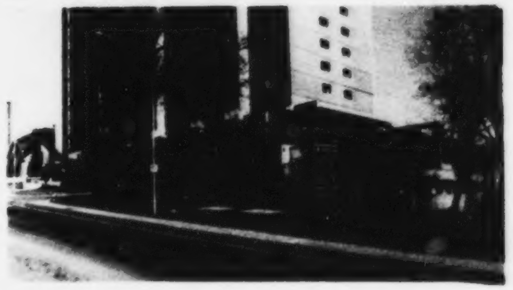
Development should provide a landscaped quality which demonstrates ownership of the public or semi-public space, resulting from building setbacks, through the accentuation of property lines (low fences and hedges and corner definition) and the provision of outdoor seating, etc.

2. PARKING GARAGES

Large garages are used extensively in the McKay Avenue area. This pattern results in significant lengths of residential street fronted by blank concrete walls, which are both visually oppressive and physically hazardous for the residents of the area. This disregard for the public environment makes the street less attractive for new small scale projects.







2. PARKING GARAGES

Parking garage frontage should be minimized on residential streets. This may be achieved by:

a) developing parking garage access from lanes only.

b) placing garages at the rear of development sites.

BUILT FORM AND STREET FRONTAGE

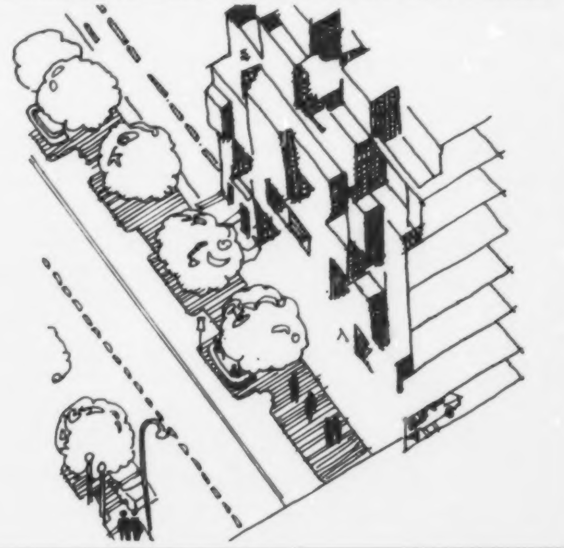
ISSUES

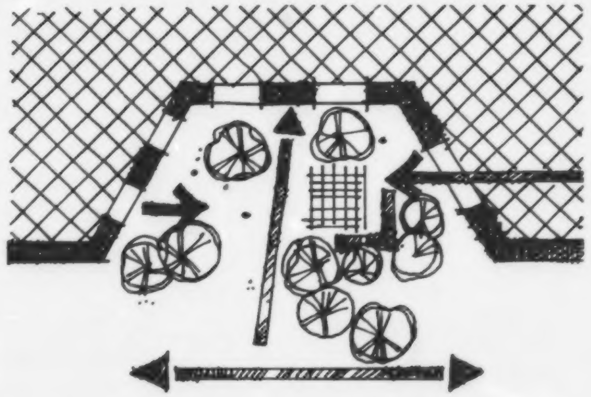
3. RESIDENTIAL STREETS SURVEILLANCE

Residential streets require demonstrated ownership and surveillance in order to be both comfortable and safe. The McKay Avenue area's historic single family building pattern provided these qualities through the clear definition of public and private space and real and symbolic surveillance of both. Recent high rise development has decreased these qualities by drastically reducing the number of front doors and the amount of meaningful surveillance and by correspondingly increasing the amount of semi-public open space on the street.

THE STREET FACE OF THE BUILDING SHOULD:

- PROVIDE ACTIVITY, VARIETY AND INTEREST
- INCREASE SAFETY
- ESTABLISH THE STREET ITSELF AS A PLACE FOR INTERACTION



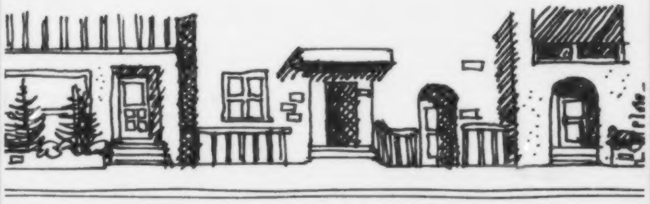


ENTRIES SHOULD BE LOCATED SO THAT THEY ARE OVERLOOKED BY RESIDENTIAL UNITS

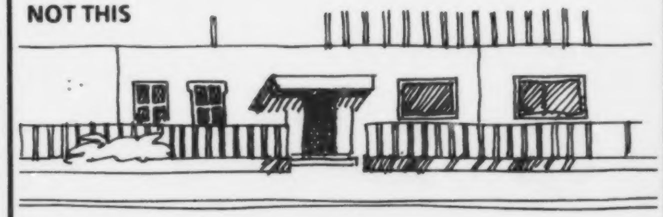
THE EFFECTIVENESS AND SECURITY OF STREETS AND BUILDINGS DEPENDS UPON:

- SURVEILLANCE
- WHETHER THE AREA IS SEEN BY THE RESIDENTS AS BEING UNDER THEIR CONTROL OR SPHERE OF INFLUENCE

THIS



NOT THIS



WHEN THERE ARE MANY ENTRANCES FRONTING A STREET, THE STREET ACQUIRES A PERSONALITY AND CHARACTER AND INCREASES THE SENSE OF IDENTITY AND BEING A "HOME"

SMALL SCALE LOCAL COMMERCIAL FACILITIES INCORPORATED INTO THE CONVENTIONAL HIGH RISE BUILDING INCREASE SAFETY ON THE RESIDENTIAL STREET

DESIGN PRINCIPLES

3. RESIDENTIAL STREETS SURVEILLANCE

Appropriate frontage and street surveillance can be incorporated into the conventional high rise building by:

a) Providing access to the street from ground level units. Such access could be developed as formal front doors or as casual, occasionally used garden doors.

b) Locating communal building facilities swimming pools or laundry facilities on the ground floor, giving visual access to and from the street.

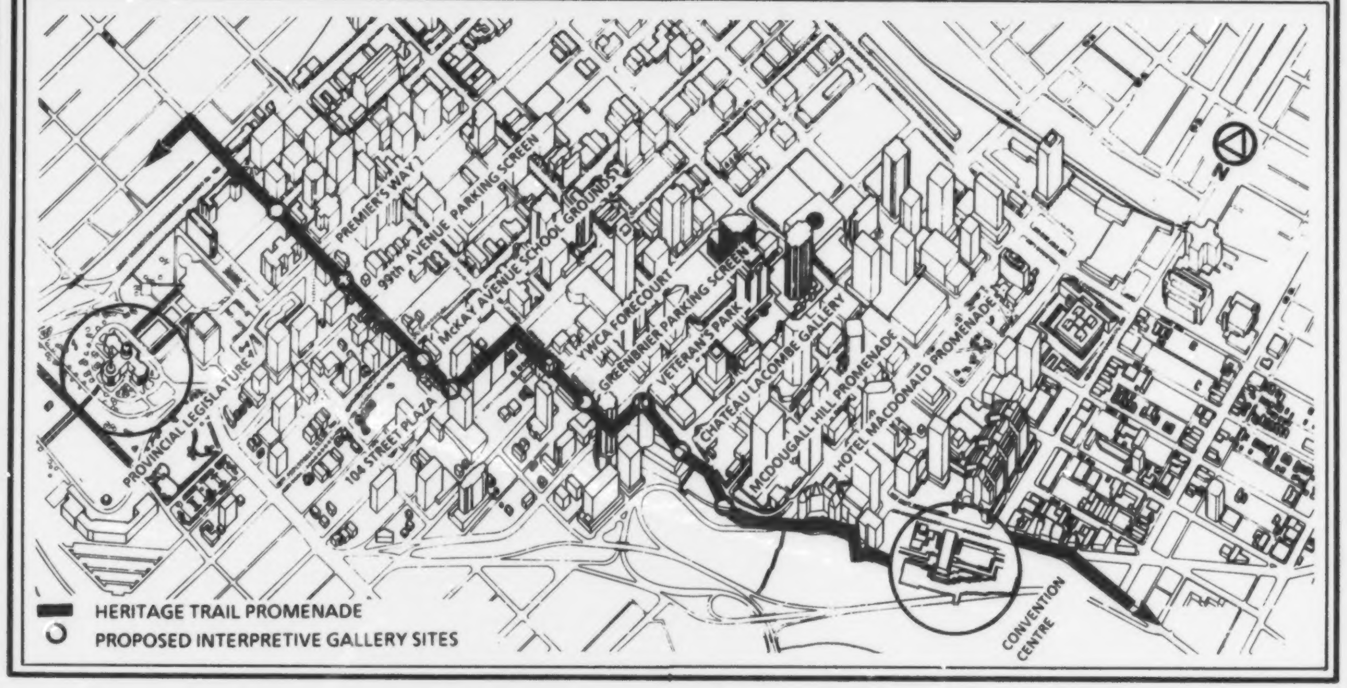
c) Incorporating small scale, local commercial facilities at the ground floor. The emphasis on such facilities must be local however, and both the type and hours of operation must be controlled to minimize the traffic and noise. Not all streets are appropriate for such use.

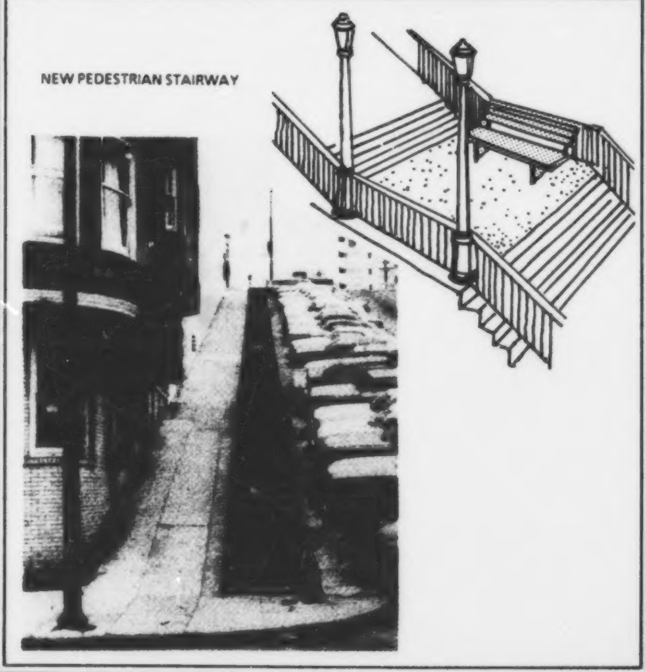
PEDESTRIAN ENVIRONMENT

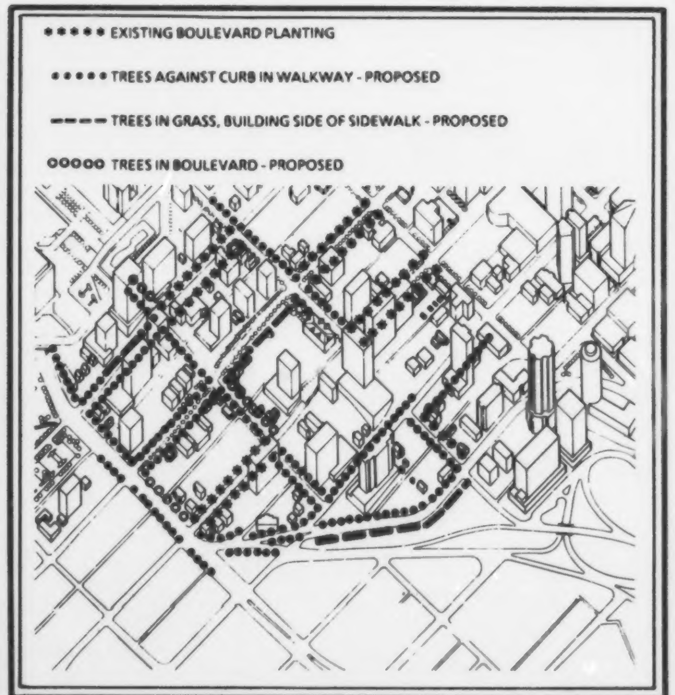
ISSUES

1. PEDESTRIAN ENVIRONMENT

The pedestrian environment in a downtown residential area is heavily used, both for recreation and for access. Currently these streets are unappealing to pedestrians and require careful upgrading.


PREMIER'S WAY
99th AVENUE PARKING SCREEN
McKAY AVENUE SCHOOL GROUNDS
YWCA FORECOURT
GREENBRIER PARKING SCREEN
VETERAN'S PARK
CHATEAU LACOMBE GALLERY
McDOUGALL HILL PROMENADE
HOTEL MACDONALD PROMENADE
PROVINCIAL LEGISLATURE
104 STREET PLAZA
CONVENTION CENTRE
N
▬ HERITAGE TRAIL PROMENADE
○ PROPOSED INTERPRETIVE GALLERY SITES


NEW PEDESTRIAN STAIRWAY


● ● ● ● ● EXISTING BOULEVARD PLANTING
● ● ● ● ● TREES AGAINST CURB IN WALKWAY - PROPOSED
▬ ▬ ▬ TREES IN GRASS, BUILDING SIDE OF SIDEWALK - PROPOSED
○○○○○ TREES IN BOULEVARD - PROPOSED

DESIGN PRINCIPLES

1. PEDESTRIAN ENVIRONMENT

The pedestrian environment should be developed as a continuous, comfortable and accessible network which respects the topography in the area.

More concern for the pedestrian could be provided through:

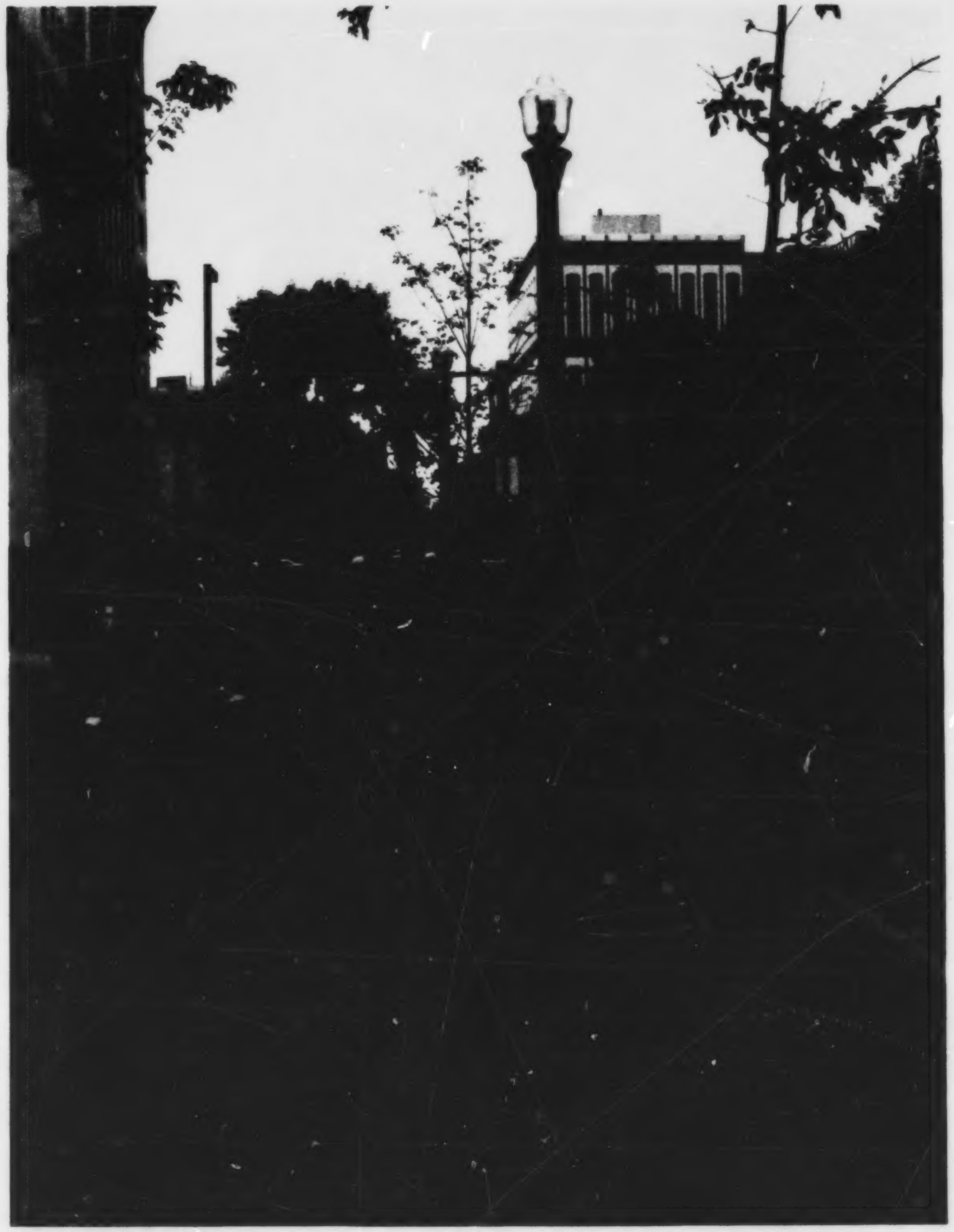
a) The further development of Heritage Trail, a major public facility aimed specifically at improving the pedestrian environment.

b) Offering the choice of a stairway on at least one side of streets with steep slopes.

c) The provision of rest stops along conventional walks in the middle of the long North/South blocks on the slope.

d) The reintroduction of boulevard tree planting in locations where it is feasible and of curb tree planting where it is not.

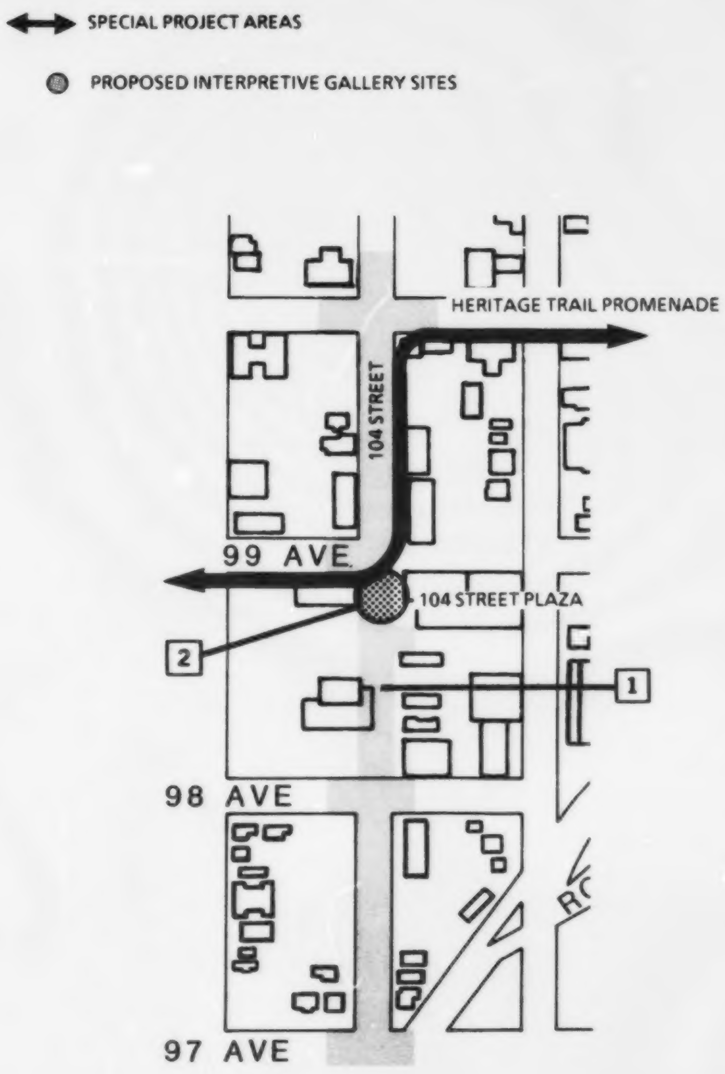
e) Design that meets the needs of handicapped persons.



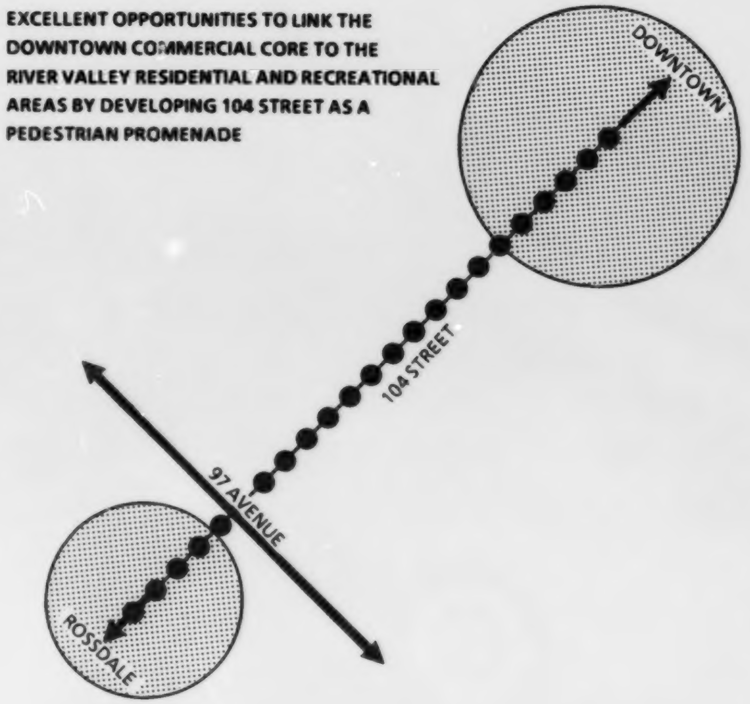
4.3.1 104 STREET

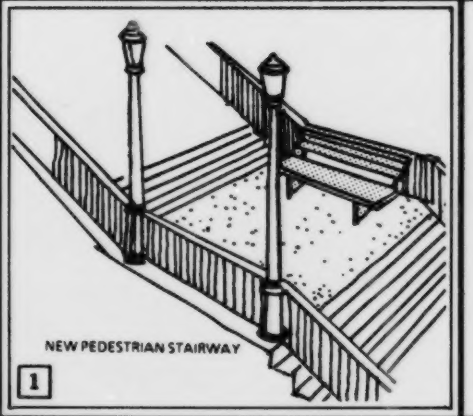
GOAL

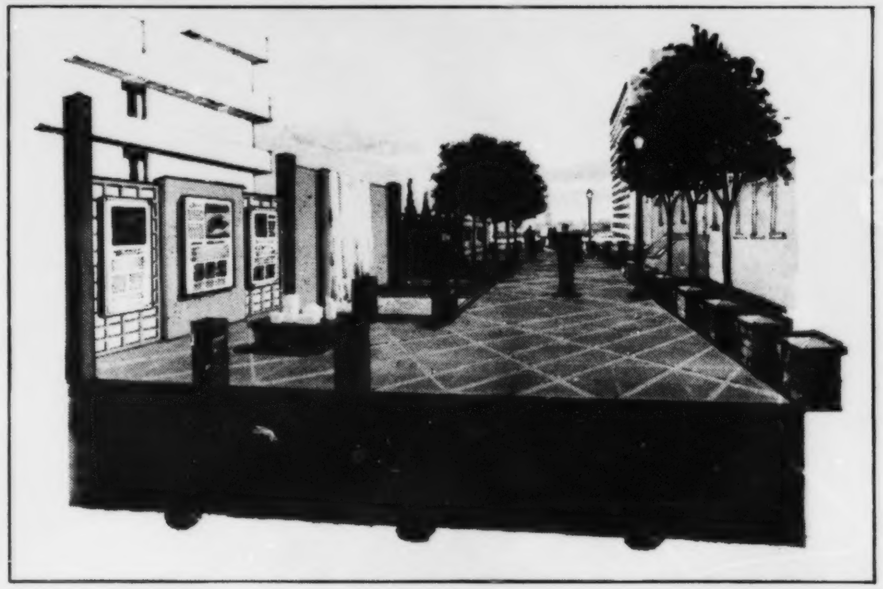
104 Street should be developed as a pedestrian promenade providing linkage between Downtown and the Rossdale residential and recreational area.


SPECIAL PROJECT AREAS
PROPOSED INTERPRETIVE GALLERY SITES
HERITAGE TRAIL PROMENADE
104 STREET
99 AVE
104 STREET PLAZA
2
1
98 AVE
97 AVE

EXCELLENT OPPORTUNITIES TO LINK THE DOWNTOWN COMMERCIAL CORE TO THE RIVER VALLEY RESIDENTIAL AND RECREATIONAL AREAS BY DEVELOPING 104 STREET AS A PEDESTRIAN PROMENADE

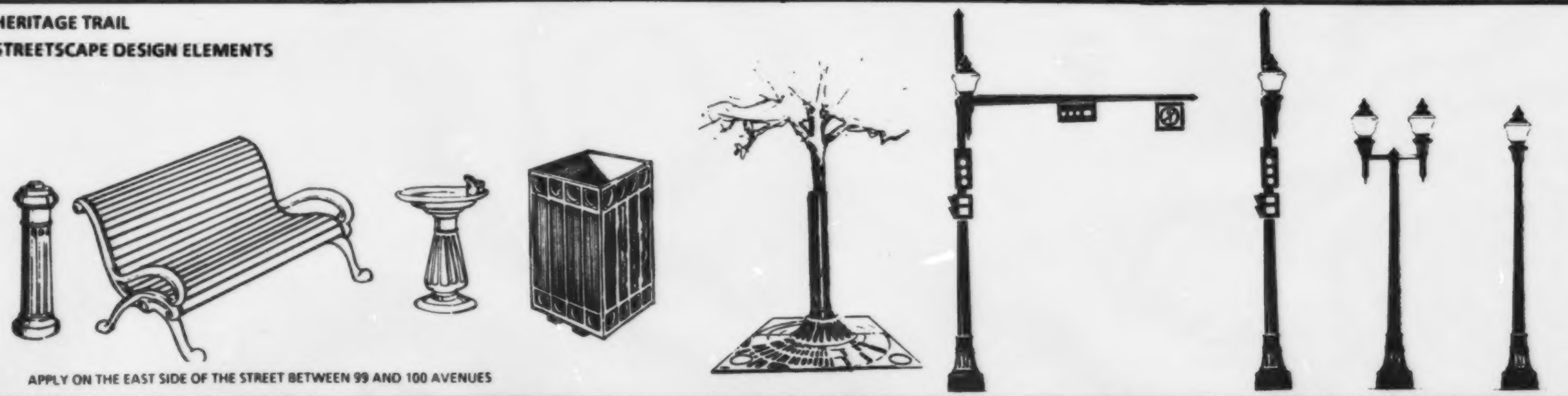

DOWNTOWN
104 STREET
97 AVENUE
ROSSDALE


NEW PEDESTRIAN STAIRWAY
1



104 STREET PLAZA - CONCEPT

HERITAGE TRAIL
STREETSCAPE DESIGN ELEMENTS

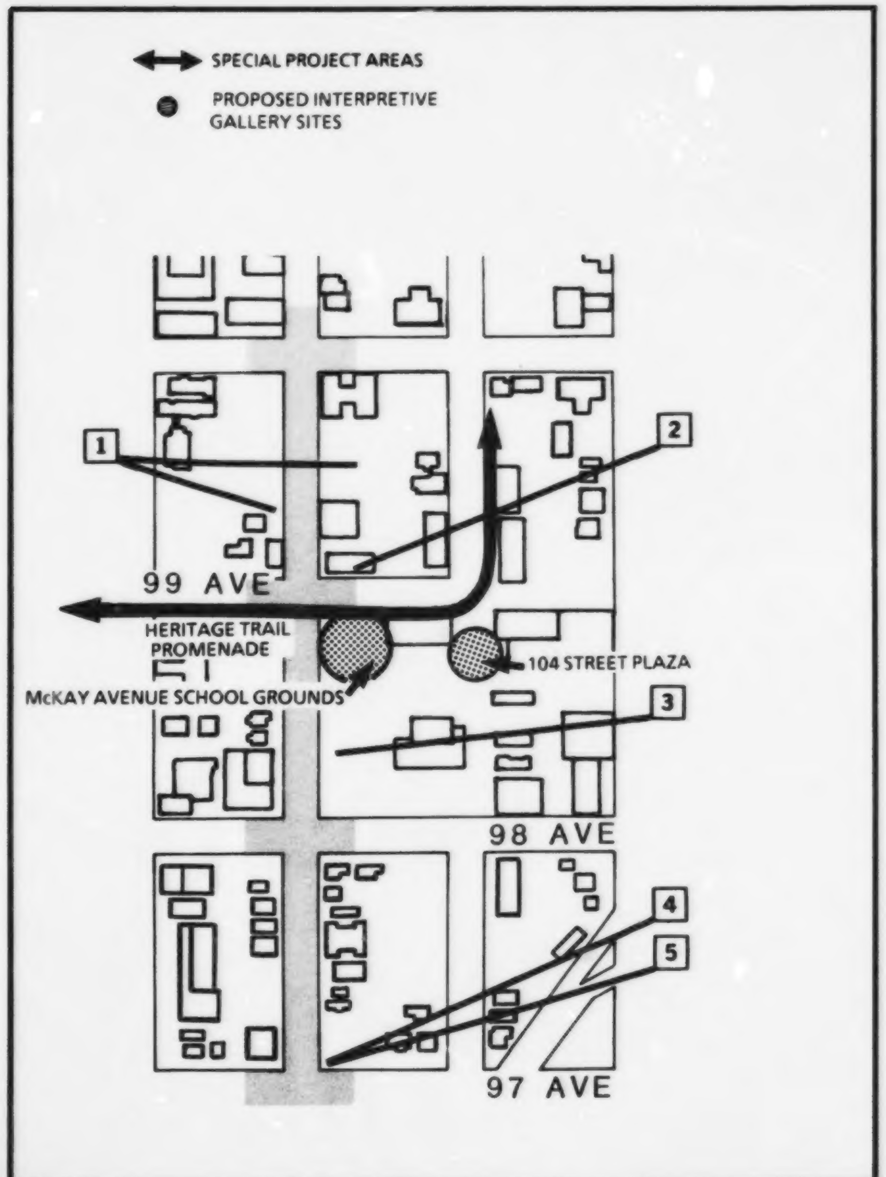


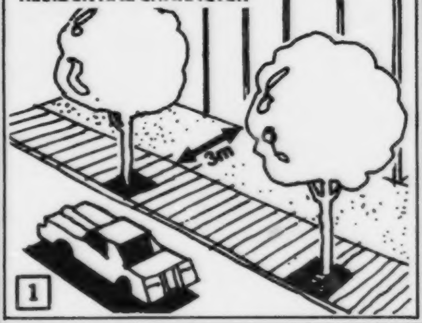
APPLY ON THE EAST SIDE OF THE STREET BETWEEN 99 AND 100 AVENUES

4.3.2 105 STREET

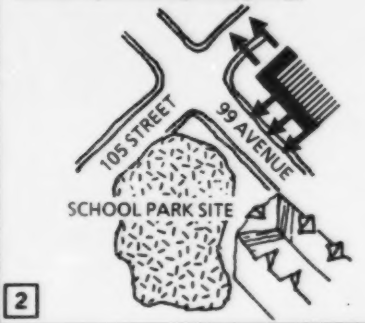
GOAL

105 Street should be developed as an attractive major entrance to downtown.

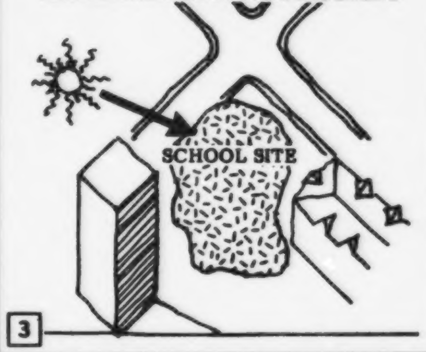

SPECIAL PROJECT AREAS
PROPOSED INTERPRETIVE GALLERY SITES
1
2
3
4
5
99 AVE
HERITAGE TRAIL PROMENADE
McKAY AVENUE SCHOOL GROUNDS
104 STREET PLAZA
98 AVE
97 AVE


CONSISTENT BUILDING SETBACKS AND FRONT GARDENS TO REINFORCE THE RESIDENTIAL CHARACTER

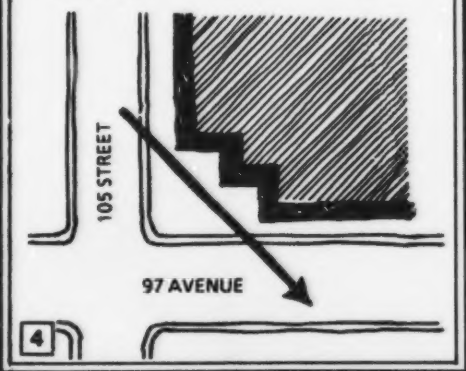
1


FUTURE DEVELOPMENT ADDRESSING STREET AND AVENUE TO GIVE THE SCHOOL SPATIAL DEFINITION AND SURVEILLANCE
105 STREET
99 AVENUE
SCHOOL PARK SITE

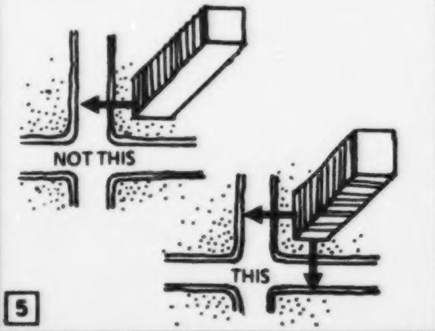
2


FUTURE DEVELOPMENT ENSURING SUN PENETRATION TO THE SCHOOL SITE
SCHOOL SITE

3


MAXIMUM VIEW TO THE RIVER VALLEY
105 STREET
97 AVENUE

4

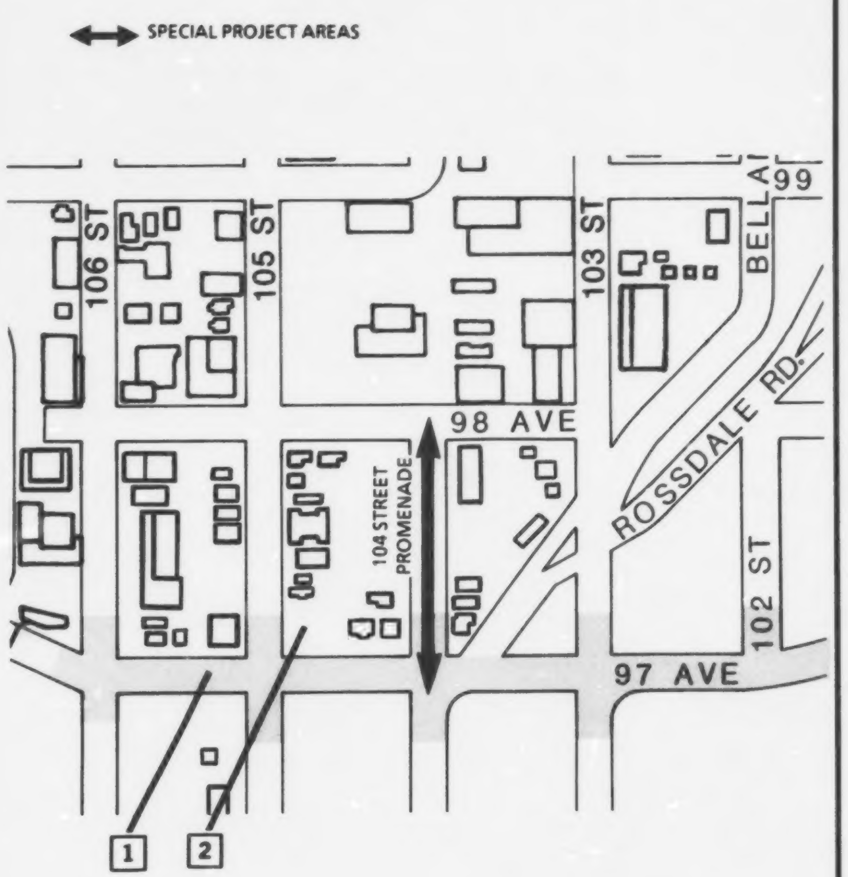

CORNER DEVELOPMENT ADDRESSING BOTH STREET AND AVENUE
NOT THIS
THIS

5

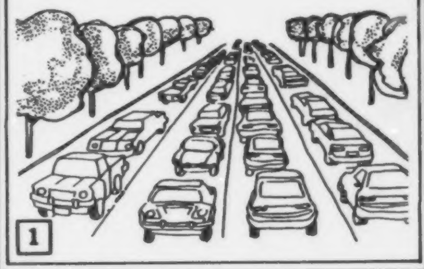
4.3.3 97 AVENUE

GOAL

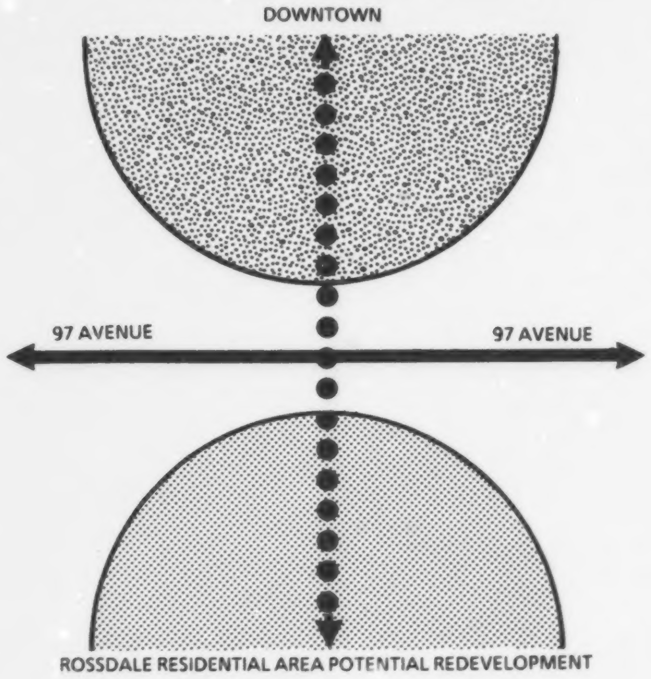
97 Avenue should be developed as a River Valley parkway and esplanade with continuous canopy tree planting making the transition from McKay Avenue area and Downtown to Rossdale.


SPECIAL PROJECT AREAS
99
106 ST
105 ST
103 ST
BELLA
98 AVE
104 STREET PROMENADE
ROSSDALE RD.
102 ST
97 AVE
1
2

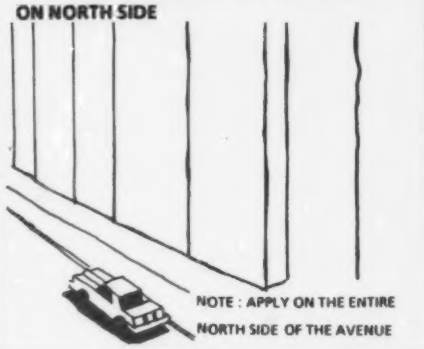
CONTINUOUS CANOPY TREE PLANTING TO REDUCE THE VISUAL IMPACT OF THE FREEWAY



PEDESTRIAN LINKAGE REQUIRED

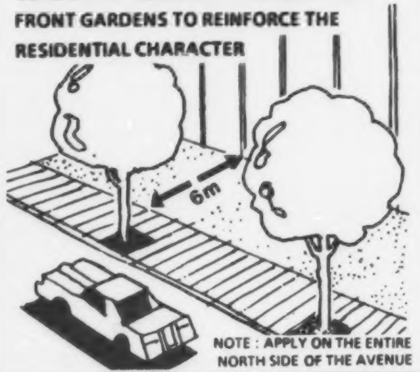

DOWNTOWN
97 AVENUE
97 AVENUE
ROSSDALE RESIDENTIAL AREA POTENTIAL REDEVELOPMENT

CONTINUOUS BUILDING WALL PROJECTS ON NORTH SIDE



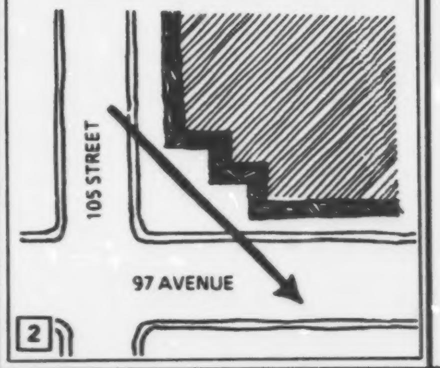
NOTE : APPLY ON THE ENTIRE NORTH SIDE OF THE AVENUE

CONSISTENT BUILDING SETBACKS AND FRONT GARDENS TO REINFORCE THE RESIDENTIAL CHARACTER

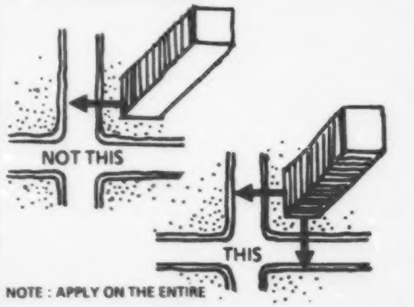


NOTE : APPLY ON THE ENTIRE NORTH SIDE OF THE AVENUE

MAXIMUM VIEW TO THE RIVER VALLEY


105 STREET
97 AVENUE
2

CORNER DEVELOPMENT ADDRESSING BOTH STREET AND AVENUE

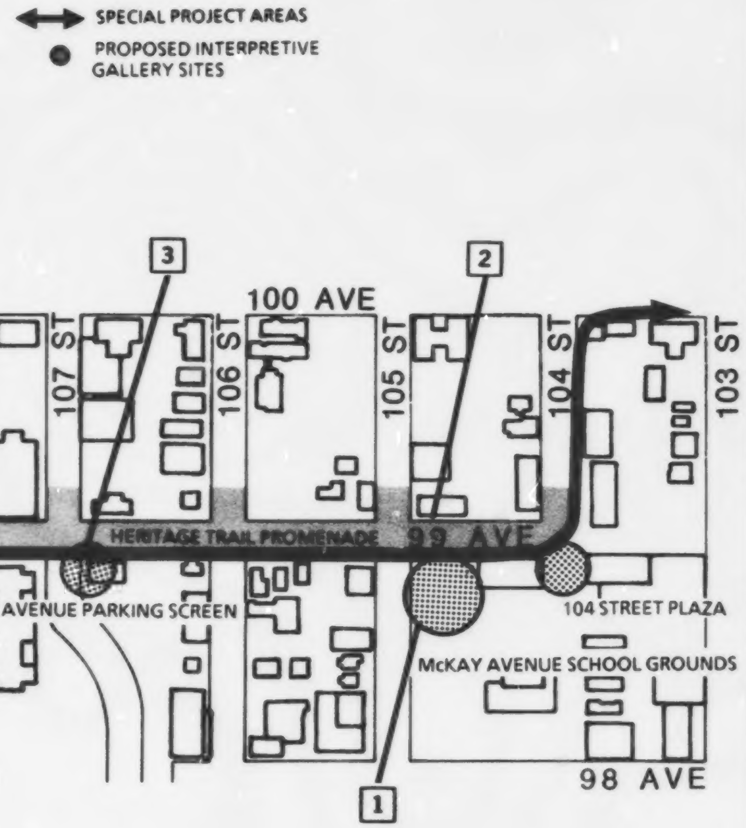

NOT THIS
THIS

NOTE : APPLY ON THE ENTIRE NORTH SIDE OF THE AVENUE

4.3.4 99 AVENUE

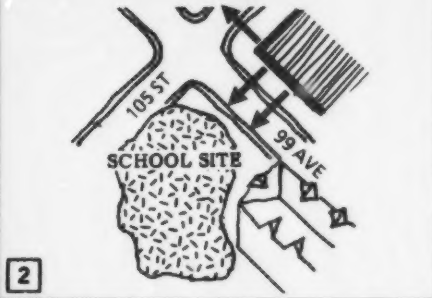
GOAL

99 Avenue should be developed as a high density commercial and residential address which also serves as an important and attractive pedestrian and vehicular route to and from Downtown and Government Centre for residents in both the McKay and Oliver Neighbourhoods.

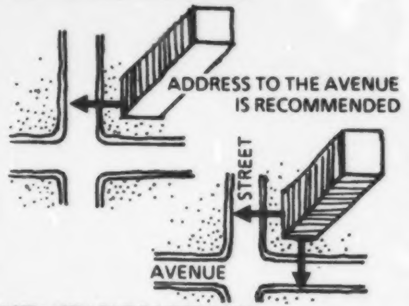

SPECIAL PROJECT AREAS
PROPOSED INTERPRETIVE GALLERY SITES
3
2
100 AVE
107 ST
106 ST
105 ST
104 ST
103 ST
HERITAGE TRAIL PROMENADE
99 AVE
99TH AVENUE PARKING SCREEN
104 STREET PLAZA
McKAY AVENUE SCHOOL GROUNDS
98 AVE
1

McKAY AVENUE SCHOOL GROUNDS

FUTURE DEVELOPMENT ADDRESSING STREET AND AVENUE TO GIVE THE SCHOOL SPATIAL DEFINITION AND SURVEILLANCE

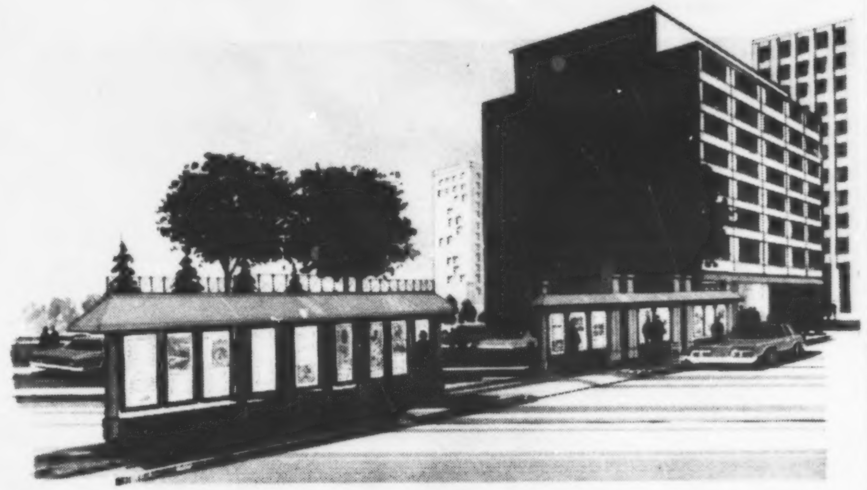

105 ST
SCHOOL SITE
99 AVE
2

CORNER DEVELOPMENT ADDRESSING BOTH STREET AND AVENUE

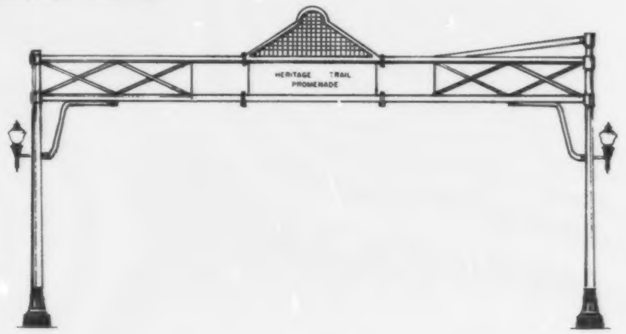

ADDRESS TO THE AVENUE IS RECOMMENDED
STREET
AVENUE

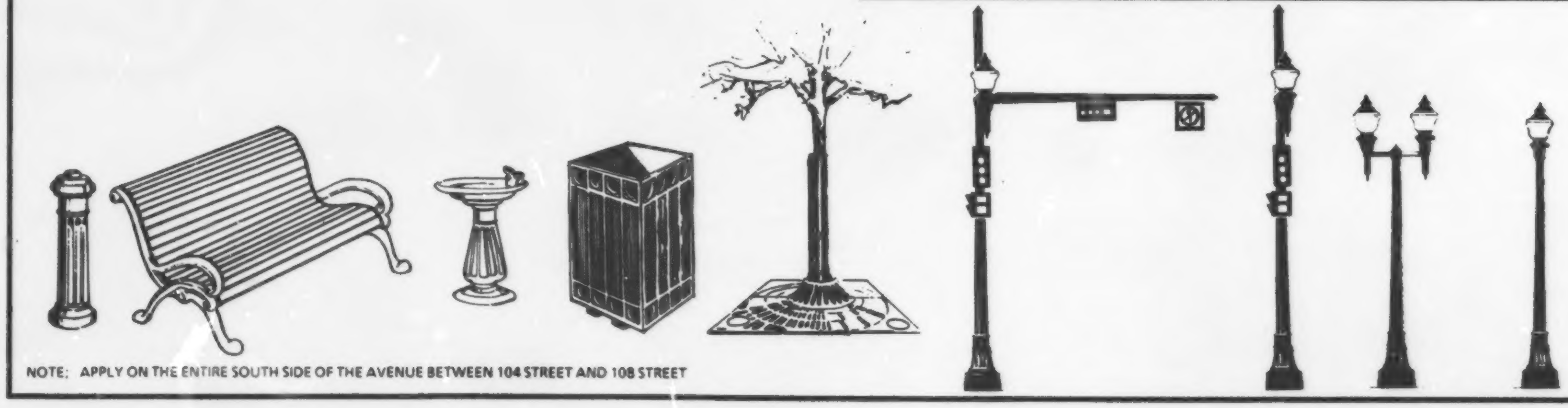
NOTE : APPLY ON THE ENTIRE AVENUE

99 AVENUE PARKING SCREEN - CONCEPT



HERITAGE TRAIL
STREETSCAPE DESIGN ELEMENTS


HERITAGE TRAIL PROMENADE



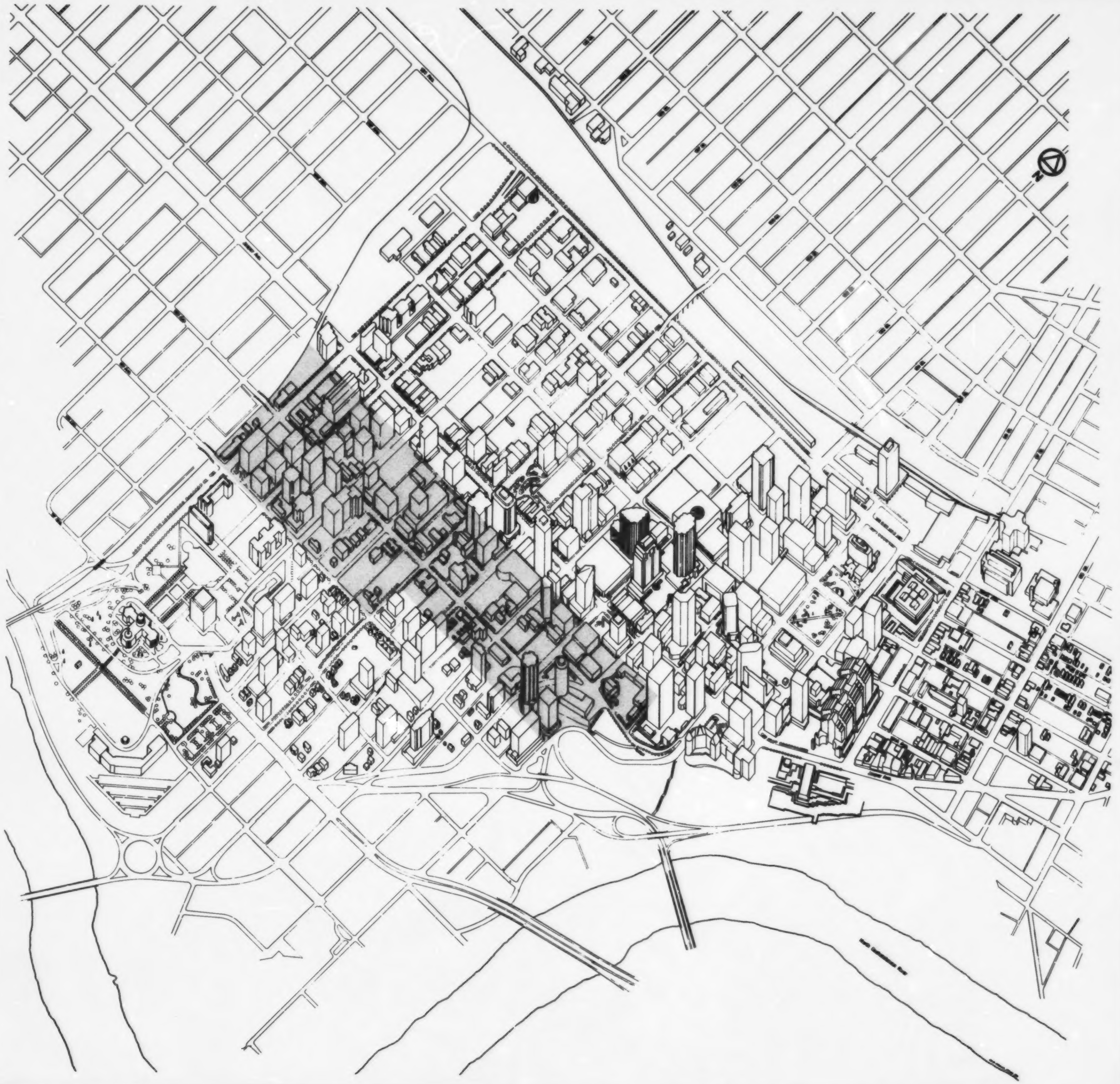
NOTE; APPLY ON THE ENTIRE SOUTH SIDE OF THE AVENUE BETWEEN 104 STREET AND 108 STREET

4.4 COMMERCIAL RESIDENTIAL SOUTH OF JASPER

(Mixed-Use Area 1 and Mixed-Use Area III)

GOAL

To develop a mixed-use commercial/residential area that complements the Retail Commercial Core and Government Centre.

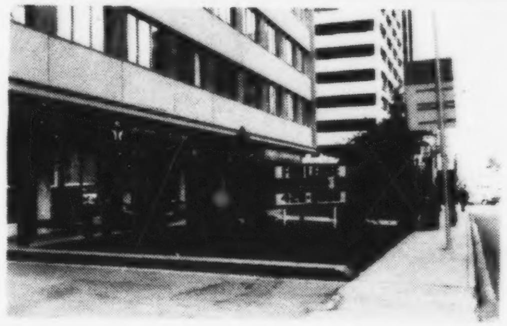


BUILT FORM AND FRONTAGE

ISSUES

1. SETBACK

Over the past 15 years the consistency of development west of 103 Street has established a distinct built form, characterized by landscaped setbacks and well-defined street walls.



DESIGN PRINCIPLES

1. SETBACK

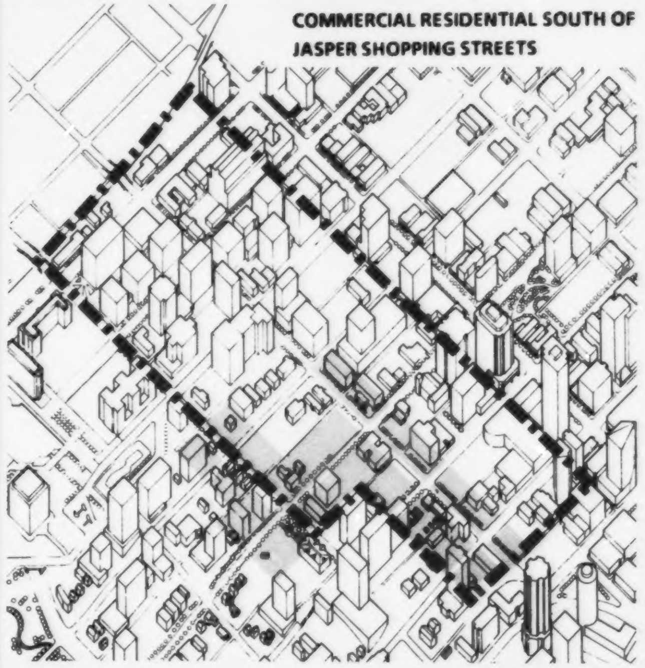
Future development on 100 Avenue, 108 Street and 107 Street should respect the conventions of landscaped setbacks and well-defined street walls established by previous developments.

ISSUES

2. RETAIL/AMENITY AREA

(A) 103 Street, 104 Street and 100 Avenue (102 Street to 105 Street) directly link the Retail Commercial Core and McKay Avenue Neighbourhood and so serve as shopping streets, for area residents.

(B) In this commercial and residential area there is a lack of accessible open space to sit, sun, relax and have lunch.



DESIGN PRINCIPLES

2. RETAIL/AMENITY AREA

(A) Shop frontage should be encouraged along each of these streets.

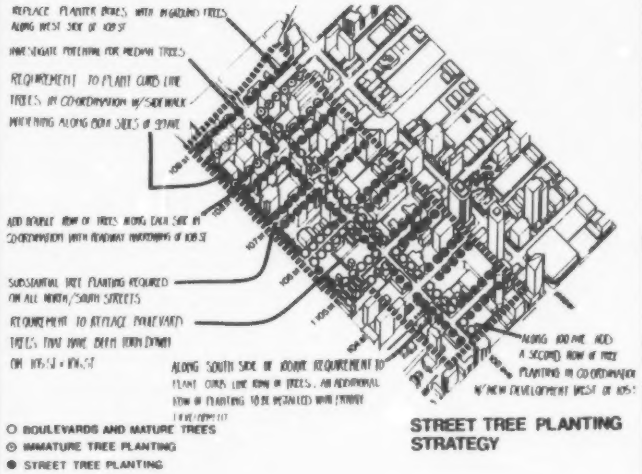
(B) Outdoor seating space should be provided.

PEDESTRIAN ENVIRONMENT

ISSUES

1. STREET LANDSCAPING

One of this precinct's characteristics is its verdant quality, derived from mature boulevard trees and the decorative landscaping of building forecourts. These elements are the area's greatest assets.


REPLACE PLANTER BOXES WITH IN-GROUND TREES ALONG WEST SIDE OF 109 ST
INVESTIGATE POTENTIAL FOR MEDIAN TREES
REQUIREMENT TO PLANT CURB LINE TREES IN CO-ORDINATION W/SIDEWALK WIDENING ALONG BOTH SIDES OF 99 AVE
ADD DOUBLE ROW OF TREES ALONG EACH SIDE IN CO-ORDINATION WITH ROADWAY NARROWING OF 109 ST
SUBSTANTIAL TREE PLANTING REQUIRED ON ALL NORTH/SOUTH STREETS
REQUIREMENT TO REPLACE BOULEVARD TREES THAT HAVE BEEN TORN DOWN ON 105 ST + 106 ST
ALONG SOUTH SIDE OF 100 AVE REQUIREMENT TO PLANT CURB LINE ROW OF TREES. AN ADDITIONAL ROW OF PLANTING TO BE INSTALLED WITH FUTURE DEVELOPMENT
ALONG 100 AVE ADD A SECOND ROW OF TREE PLANTING IN CO-ORDINATION W/NEW DEVELOPMENT WEST OF 105 ST
109 ST
108 ST
107 ST
106 ST
105 ST
104 ST
100 AVE
○ BOULEVARDS AND MATURE TREES
◎ IMMATURE TREE PLANTING
● STREET TREE PLANTING

STREET TREE PLANTING STRATEGY

DESIGN PRINCIPLES

1. STREET LANDSCAPING

The quality of the area must be retained and reinforced by:

a) Maintenance of existing boulevards and trees through pruning, and the replacement of damaged trees and sod.

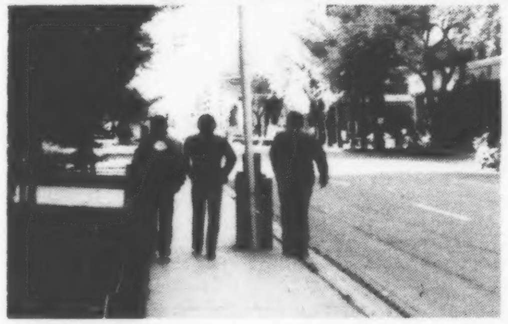
b) Filling gaps in the existing street tree pattern with additional planting to complete the canopied colonnades as illustrated. Curb line tree planting should also be installed along the south side of 100 Avenue, both sides of 99 Avenue, and the west side of 109 Street.

c) Ensuring new projects do not destroy the landscape quality. Mature trees should be retained.

ISSUES

2. SIDEWALKS

A number of streets are well used pedestrian routes. 99 Avenue and 100 Avenue, which connect Oliver to the Downtown Core, are the most active in the precinct. 107 Street and 108 Street provide access from Jasper Avenue to the Government Centre and 104 Street connects Jasper Avenue to the McKay Avenue Neighbourhood. Most sidewalks are too narrow (1.5 m to 1.8 m) and have deteriorated, especially where new development has yet to occur.



DESIGN PRINCIPLES

2. SIDEWALKS

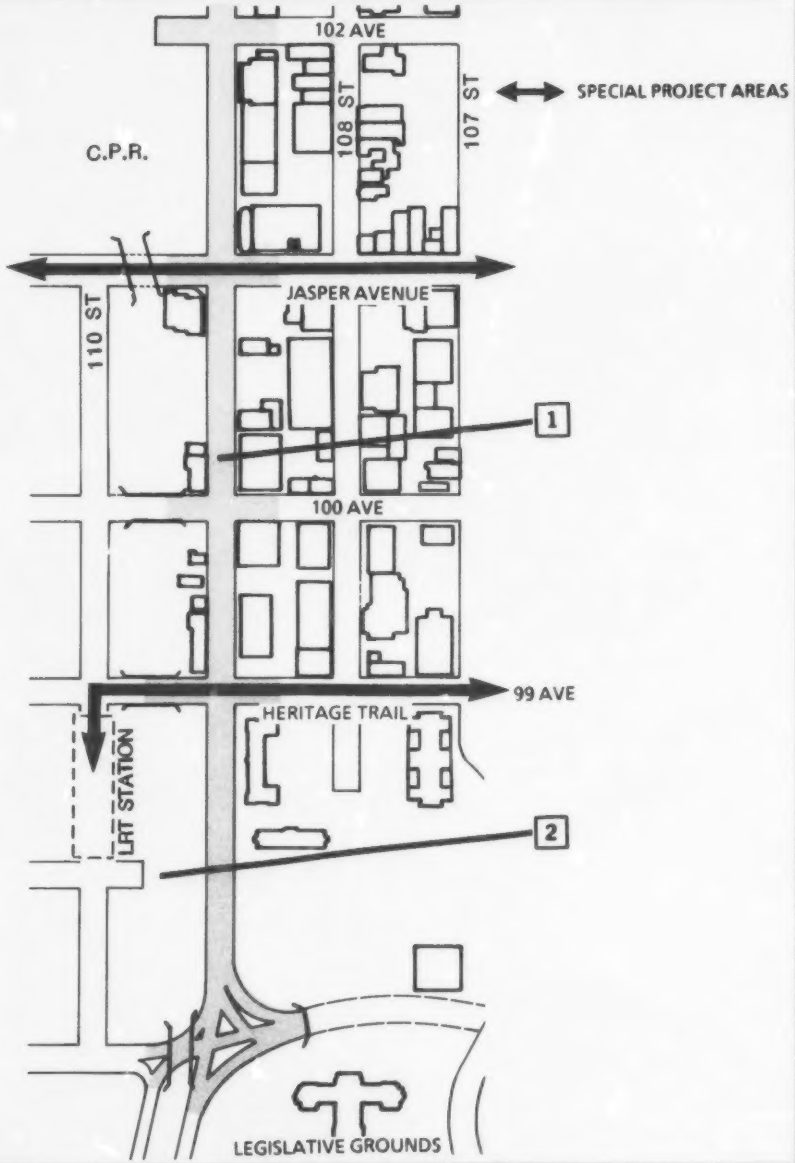
(A) All sidewalks in the area should be upgraded and widened in conjunction with private redevelopment, roadway improvements or a comprehensive sidewalk improvement programme. This is most critical for 100 Avenue, 99 Avenue, 103 Street, 104 Street, and 107 Street.

(B) Sidewalk treatment should be continuous across laneway access.

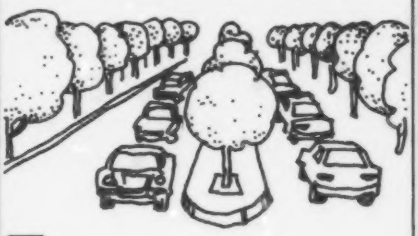
4.4.1 109 STREET

GOAL

In addition to being a major arterial, the street should be developed as a shopping and commercial street with a much greater emphasis on the pedestrian.

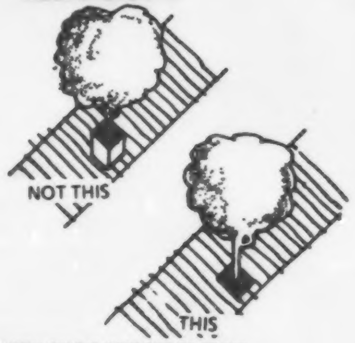

102 AVE
108 ST
107 ST
SPECIAL PROJECT AREAS
C.P.R.
JASPER AVENUE
110 ST
1
100 AVE
99 AVE
HERITAGE TRAIL
LRT STATION
2
LEGISLATIVE GROUNDS

CONTINUOUS CANOPY TREE PLANTING TO REDUCE THE VISUAL IMPACT OF THE HEAVY TRAFFIC ROADWAY



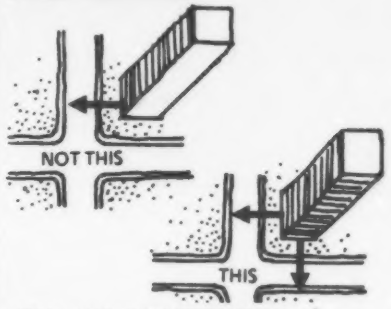
1

TREES IN GROUND


NOT THIS
THIS

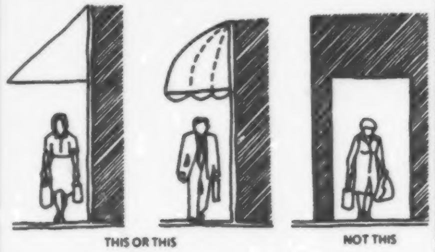
NOTE : APPLY ON THE WEST SIDE OF STREET

CORNER DEVELOPMENT ADDRESSING BOTH STREET AND AVENUE


NOT THIS
THIS

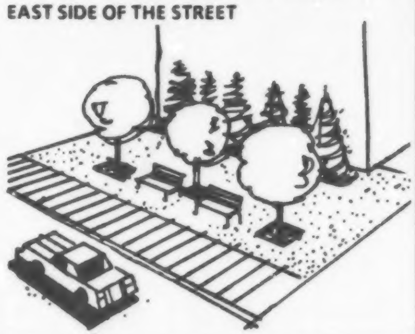
NOTE : APPLY ON THE ENTIRE STREET

WEATHER PROTECTION

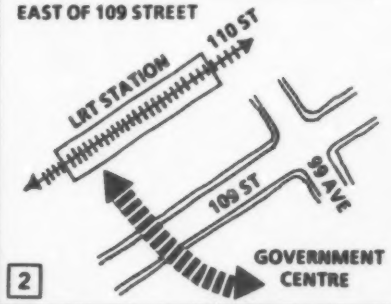

THIS OR THIS
NOT THIS

NOTE : APPLY ON THE ENTIRE STREET

USEFUL LANDSCAPED AREAS ON SETBACK SPACES (BENCH, TREES, ETC.) ALONG THE EAST SIDE OF THE STREET

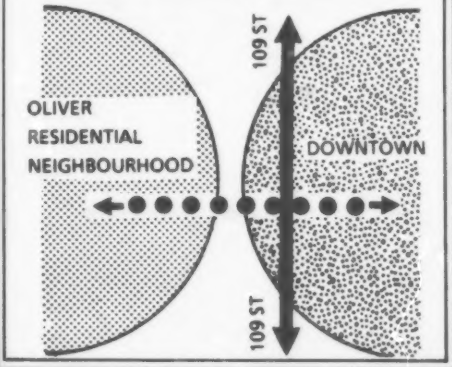


BELOW GRADE PEDWAY CONNECTION TO BE PROVIDED BETWEEN LRT STATION ON 110 STREET AND GOVERNMENT CENTRE EAST OF 109 STREET


LRT STATION
110 ST
109 ST
99 AVE
GOVERNMENT CENTRE

2

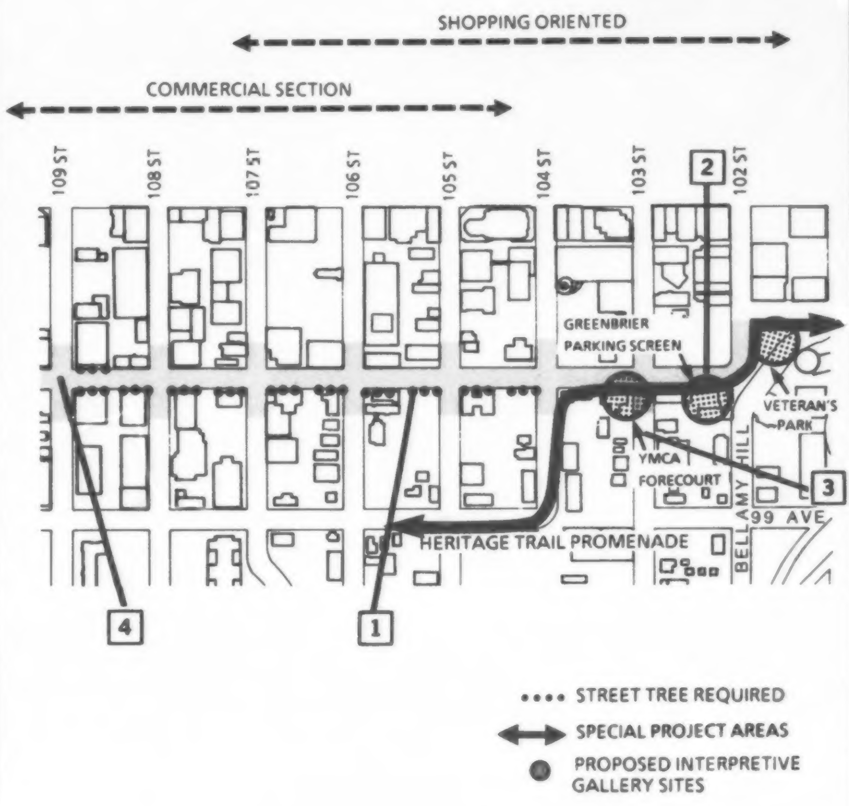
PEDESTRIAN LINKAGE TO BE IMPROVED


109 ST
OLIVER RESIDENTIAL NEIGHBOURHOOD
DOWNTOWN
109 ST

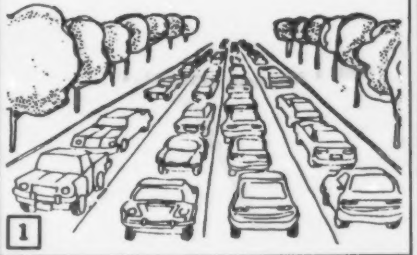
4.4.2 100 AVENUE

GOAL

To remain a distinctive and important business, institutional, and hotel address. It is undoubtedly downtown's most important street outside the Retail Commercial Core and Jasper Avenue.

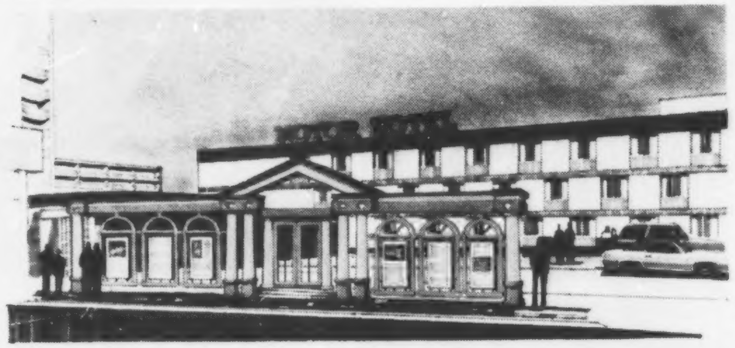

SHOPPING ORIENTED
COMMERCIAL SECTION
109 ST
108 ST
107 ST
106 ST
105 ST
104 ST
103 ST
102 ST
2
GREENBRIER
PARKING SCREEN
VETERAN'S
PARK
YMCA
FORECOURT
3
BELLAMY HILL
99 AVE
HERITAGE TRAIL PROMENADE
4
1
•••• STREET TREE REQUIRED
SPECIAL PROJECT AREAS
PROPOSED INTERPRETIVE
GALLERY SITES

CONTINUOUS CANOPY TREE PLANTING TO REDUCE THE VISUAL IMPACT OF THE HEAVY TRAFFIC ROADWAY - GAPS TO BE FILLED



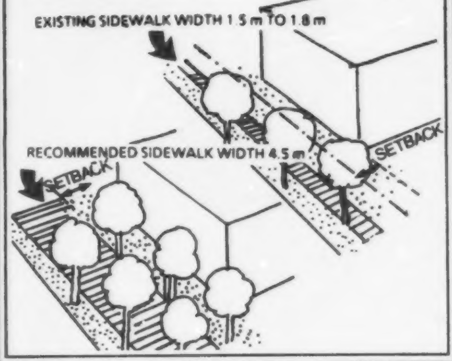
1

GREENBRIER PARKING SCREEN - CONCEPT

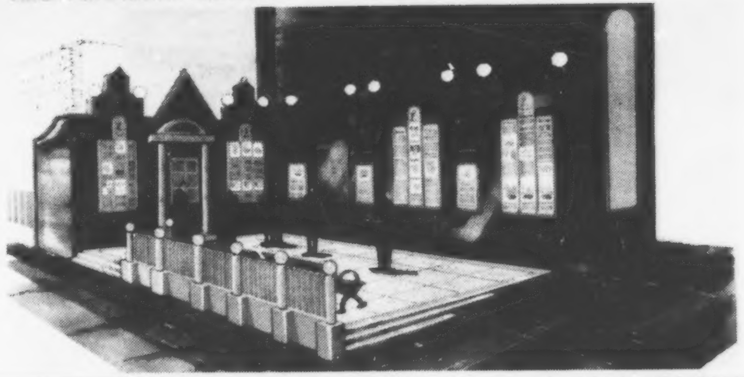


2

SIDEWALK WIDENING AND TREE PLANTING


EXISTING SIDEWALK WIDTH 1.5 m TO 1.8 m
RECOMMENDED SIDEWALK WIDTH 4.5 m
SETBACK
SETBACK

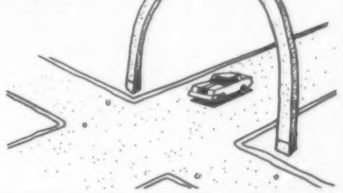
YMCA FORECOURT - CONCEPT



3

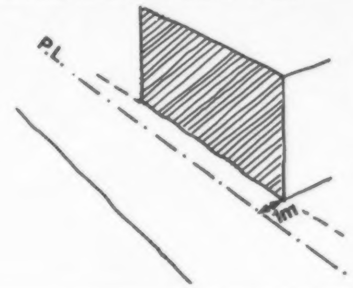
GATE PHYSICALLY EXPRESSED BY :

- NARROWING OR WIDENING THE PATH
- ENCLOSING THE SPACE
- CHANGING LEVELS
- PROVIDING SCULPTURE OR FOUNTAIN
- CONCENTRATING ACTIVITIES

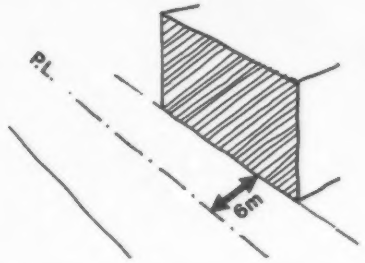


4

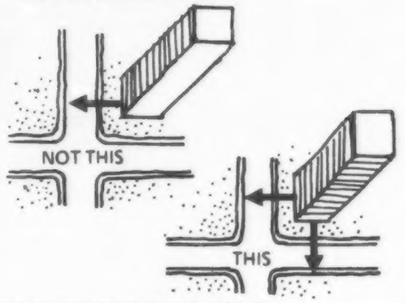
EAST OF 105 STREET BUILDINGS ARE TO BE SETBACK 1.0 m TO ALLOW FOR THE PLANTING OF A ROW OF TREES



WEST OF 105 STREET BUILDINGS ARE TO BE SETBACK 6.0 m TO RESPECT EXISTING DISTINCTIVE STREET WALL

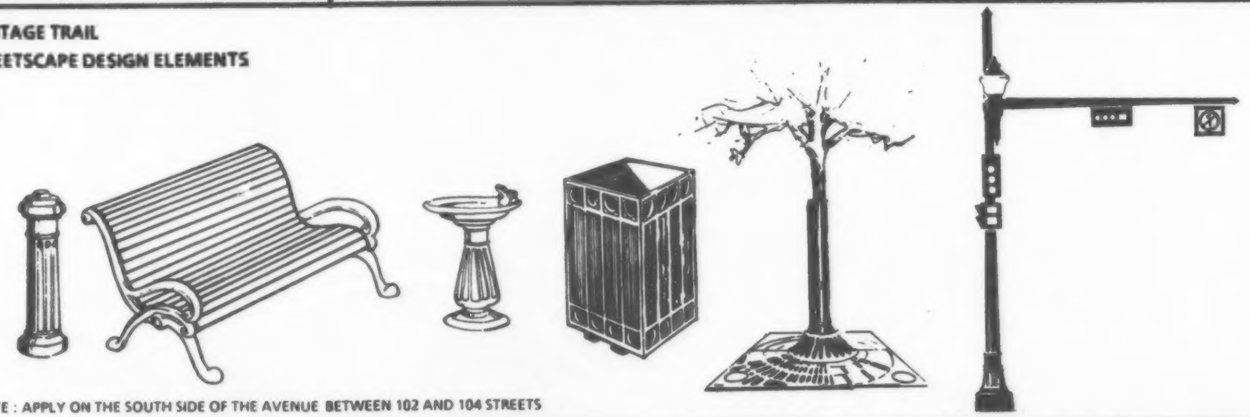


CORNER DEVELOPMENT ADDRESSING BOTH STREET AND AVENUE

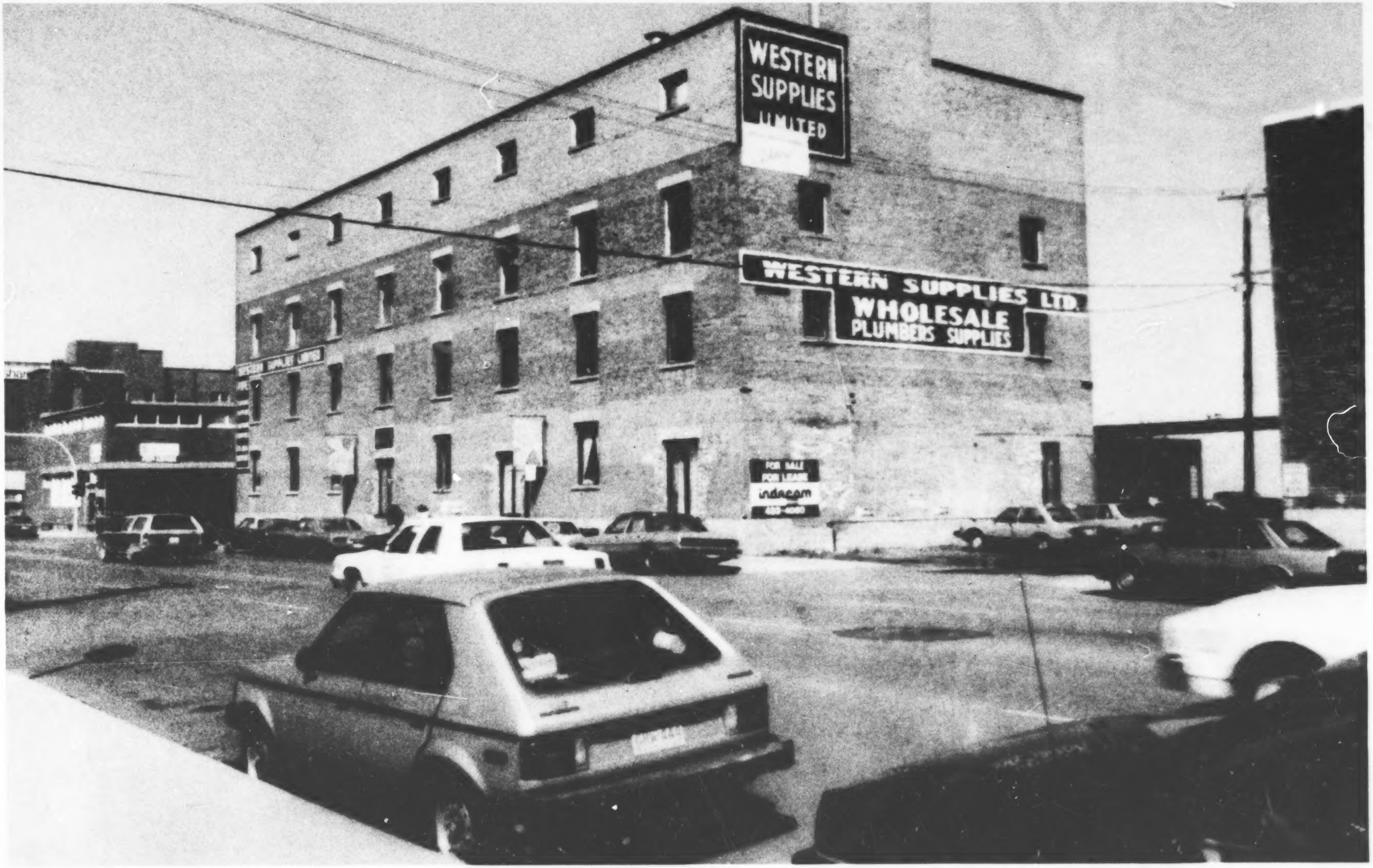

NOT THIS
THIS

NOTE : APPLY ON THE ENTIRE AVENUE

**HERITAGE TRAIL
STREETSCAPE DESIGN ELEMENTS**



NOTE : APPLY ON THE SOUTH SIDE OF THE AVENUE BETWEEN 102 AND 104 STREETS

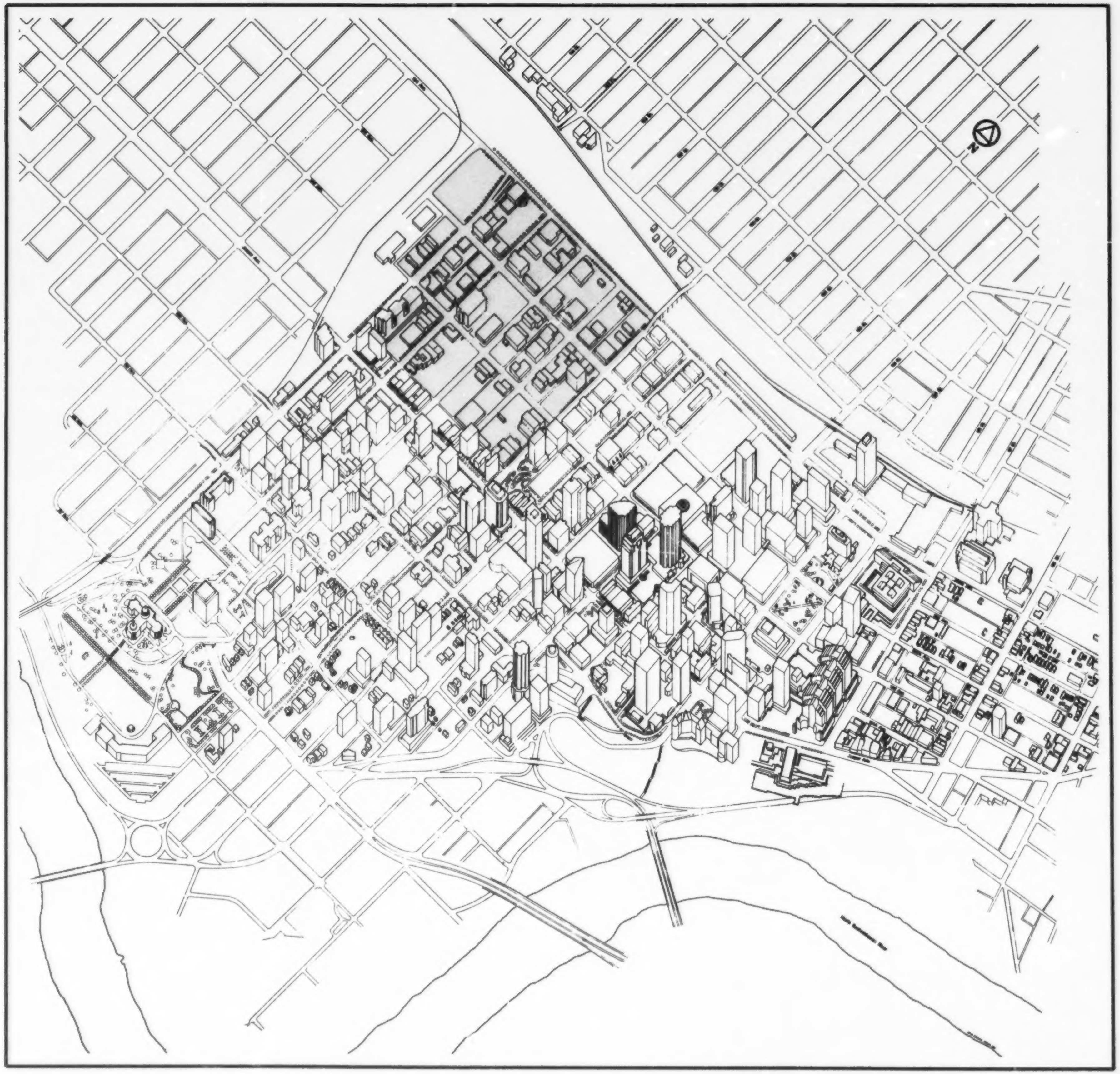

WESTERN SUPPLIES LIMITED
WESTERN SUPPLIES LTD.
WHOLESALE PLUMBERS SUPPLIES
WESTERN SUPPLIES LIMITED
FOR SALE
FOR LEASE
indecom

4.5 WAREHOUSE DISTRICT

(Mixed-Use Area IV)

GOAL

To redevelop this mixed use area, emphasising a strong residential component. To create a vitality and "street life", the emerging architectural character should be inspired by the scale and form inherent in existing older buildings.



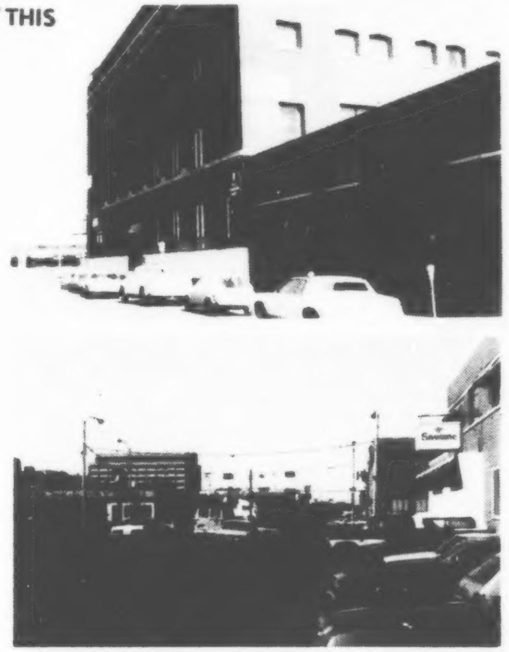
BUILT FORM AND FRONTAGE

ISSUES

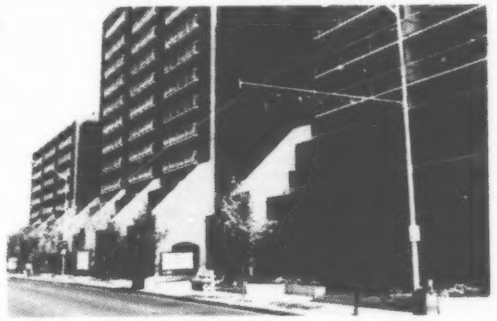
1. RETAIL/AMENITY AREA

Any project whether retail, residential, commercial, or otherwise should recognize the long term goal to make the precinct a safe and comfortable pedestrian environment

NOT THIS



THIS



DESIGN PRINCIPLES

1. RETAIL/AMENITY AREA

A significant amount of housing and shop fronts will be a major factor in the creation of a vitality and a street life in the area. It can be enhanced by reinforcing a street hierarchy which places traffic and noisy uses (i.e., restaurants and bars) on the Avenues and conventional retail and residential uses on the Streets. Comprehensive projects could locate lobbies, particularly the residential ones, on the Streets, to give a sense of residential quality. Lobbies to commercial offices could be located on the Avenues

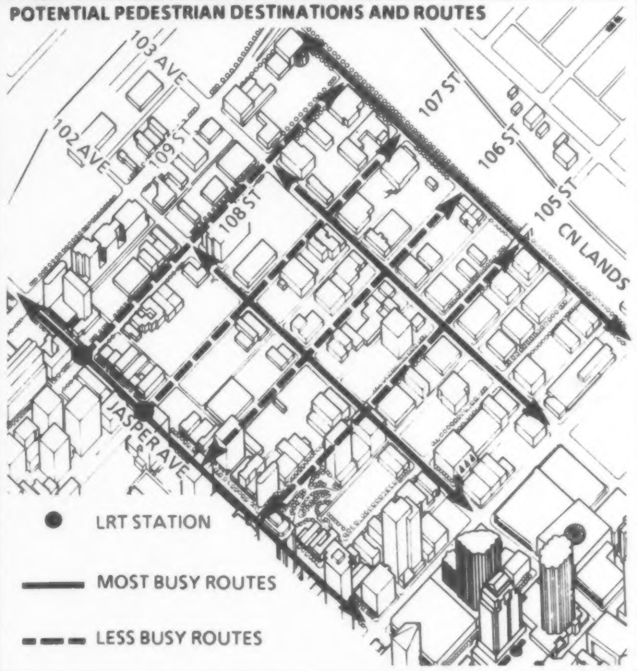
PEDESTRIAN ENVIRONMENT

ISSUES

1. PEDESTRIAN PRIORITY

Except for 107 and 108 Streets, streets in this precinct are designated and treated as major traffic routes. The major pedestrian and vehicular movement in and through the precinct is in an east-west direction along the Avenues. Pedestrian trips along 102 and 103 Avenues may increase if pedestrian links are provided through the redeveloped CP lands, to connect with Oliver.

POTENTIAL PEDESTRIAN DESTINATIONS AND ROUTES


103 AVE
102 AVE
109 ST
108 ST
107 ST
106 ST
105 ST
CN LANDS
JASPER AVE
● LRT STATION
MOST BUSY ROUTES
LESS BUSY ROUTES

DESIGN PRINCIPLES

1. PEDESTRIAN PRIORITY

Streets should provide parity for pedestrians and cars if this precinct is to have a residential population and character. Sidewalks in the area should be upgraded, missing links completed and widened where feasible in conjunction with private redevelopment and roadway improvement. Attention should be given to sidewalk paving, lighting, street furniture and planting.

SELECTED REFERENCES APPLICABLE TO THE PRIDE AREA

The applicant for a development permit, building permit and land use rezoning, should consult the following and other applicable references in addition to the Downtown Design Improvement Manual.

BYLAWS

City of Edmonton, Planning and Building Department. Downtown Area Redevelopment Plan Bylaw, consolidated Edition, December,. 1985.

City of Edmonton, Planning and Building Department. Boyle Street/McCauley Area Redevelopment Plan Bylaw, September, 1981.

City of Edmonton, Planning and Building Department. Edmonton Land Use Bylaw #5996, Office Consolidation No. 7, June, 1987.

REPORTS APPROVED BY COUNCIL

City of Edmonton, Planning and Building Department. Partners in Pride: Program to Improve Downtown Edmonton, February, 1986.

Mayor's Task Force on the Heart of the City. Final Report of Mayor's Task Force on the Heart of the City: A Blue Print For the 21st Century, August, 1984.

NEWSLETTERS, BROCHURES AND OTHERS

Pride Annual Report - Program to Improve Downtown Edmonton.

Pride Progress - Program to Improve Downtown Edmonton, Quarterly Publication

City Trends - A Review of Planning and Building Issues and Activities in Edmonton, Quarterly Publication.

Edmonton Downtown Development Corporation - A Summary of the Role of the Corporation, Its Structure, Benefits and Opportunity.

Downtown Business Association of Edmonton - Annual Report

Edmonton's New Chinatown - A Summary of New Developments.

The Heritage Trail - Step Forward into the Past!

The listed and further reference materials can be obtained from:

The City of Edmonton Planning and Building Department
2nd Floor, The Boardwalk
10310 - 102 Avenue NW
EDMONTON, Alberta